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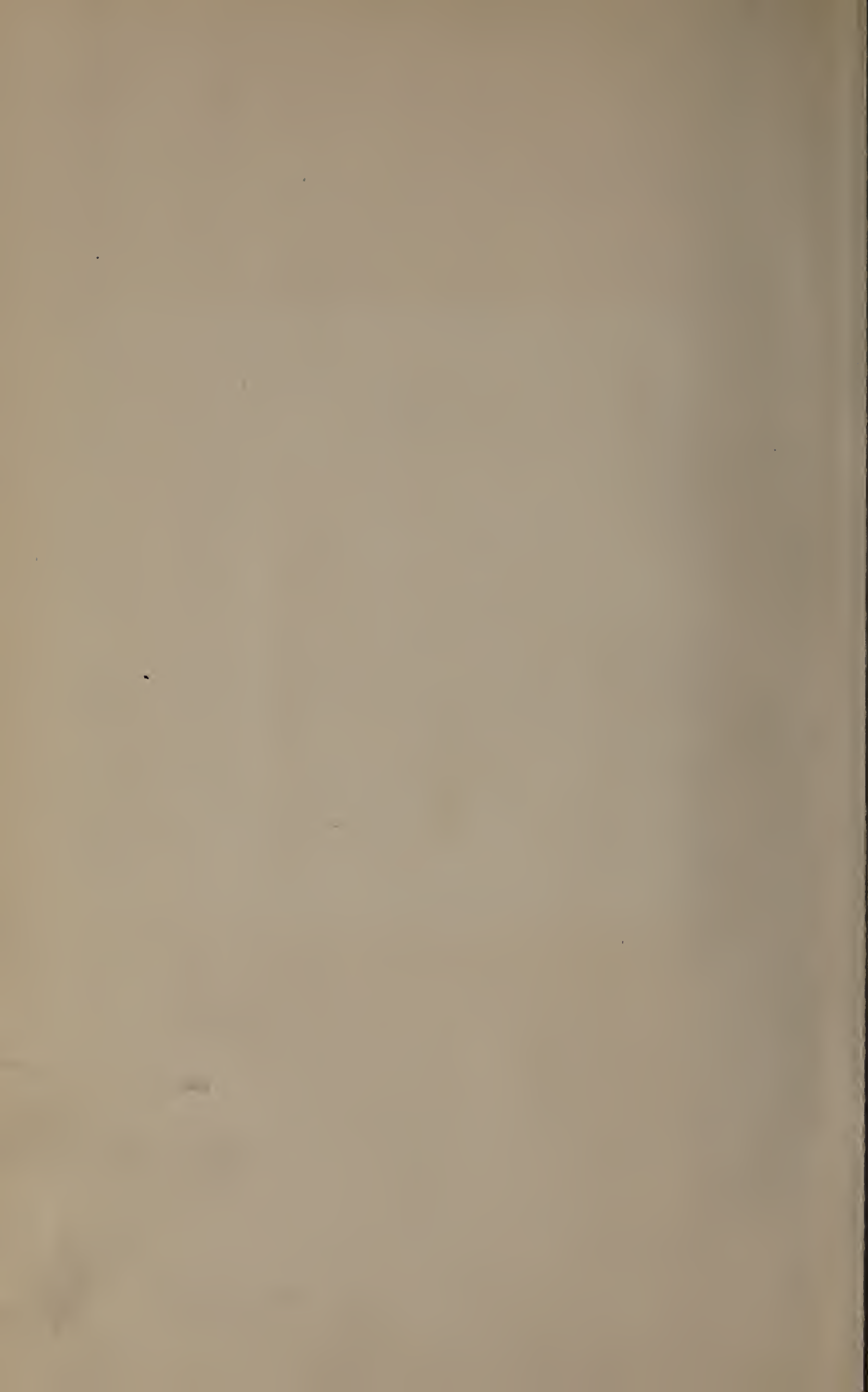














ANNUAL REPORT

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OF THE

**BOSTON TRAFFIC COMMISSION**

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FOR THE

YEAR ENDING DECEMBER 31, 1948.

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Boston, January 3, 1949.

HON. JAMES M. CURLEY,  
*Mayor of Boston.*

DEAR MR. MAYOR,—In accordance with the Revised Ordinances, the Boston Traffic Commission herewith submits its annual report for the year 1948.

During the past three inaugurals your Honor has stressed the fact that the two greatest problems facing the city are housing and traffic. The solution of the traffic problem has not been completed for the reason that it cannot be done without the expenditure of huge amounts of money, which, in turn, will mean increased taxation. However, during the past year the Traffic Department has accomplished much in the way of alleviating the city's over-all traffic problem. It should be noted for purposes of this report that the so-called inner cordon of Boston, roughly bound on the south by Kneeland and Stuart streets, on the east by Fort Point Channel, Boston Harbor, north by Charles River, and west by Charles street, is an area of one square mile. Into this area each day, according to our traffic counts, come better than 150,000 passenger cars and 33,000 trucks.

The problem of moving such a large mass of automobiles and trucks in and out of a comparatively small

area is one that would tax the imagination of an expert. The traffic through the Sumner Tunnel during the past year has been the heaviest since it was built.

In brief and without oversimplification, in a lesser degree, perhaps, this same problem can be multiplied, regarding public safety and convenience, throughout the other 43 square miles of our city. The basis of all our law, all our deliberations is public safety and convenience, and up to the present this must be achieved through making better use of existing facilities all the while the construction of new facilities is so desperately needed.

Our functional coping with this problem develops from three sources:

1. Our own engineering initiative.
2. Education and survey service.
3. Coordination of allied activities within the city departments.

The Traffic Department, during the last year, has undergone a thorough revision. It is believed that under the new program a more efficient department will result. The following are some of the accomplishments that have been achieved by this department during the past year by and within the following departmental setups, namely:

#### 1. TRAFFIC DIVISION.

As previously mentioned in this report, the Boston Traffic Commission is a deliberative body concerned with public safety and convenience. During 1948 the Boston Traffic Commission created the following isolated "stop" streets:

Commonwealth avenue, main roadway, Brighton:

At Griggs Street crossover.

West street, Hyde Park:

At Austin street.

Seaver street, Roxbury:

At Humboldt avenue.

Washington Street North, Boston Proper:

At Thacher street.

At Traverse street.

Boylston street, Boston Proper:

At Church street.

Commonwealth avenue, Brighton:

At Chiswick road.



Cummins Highway, West Roxbury:

At Brown avenue.

East Cottage street, Dorchester:

At Clifton street.

L street, South Boston:

At East Eighth street.

Marlborough street, Boston Proper:

At Hereford street.

Centre street, West Roxbury:

At Greateon road.

Lincoln street, Brighton:

At Franklin street.

Mt. Vernon street, Boston Proper:

At Brimmer street.

The tremendous amount of survey work involved in the creation of each of these streets may be the better realized that, for the most part, the above "stop" streets were put into effect to supplement the work of newly installed signal lights. Other "stop" streets were created where clear view entrance into an intersection is blocked by some obstruction at any corner of the intersection. "Stop" signs when observed have a high degree of efficiency in preventing serious collisions.

In this same category it may be mentioned that the Boston Traffic Commission after many studies and long research created 38 one-way streets.

National authorities in the matter have often cited the City of Boston for our use of one-way streets to simplify traffic conflicts at complex intersections, thereby reducing accidents and delays.

They point particularly to the one-way system installed by the Boston Traffic Commission on the Charlestown Bridge and Warren Avenue Bridge. Congestion here was relieved so much that a contemplated traffic circle at a cost of approximately \$250,000 was deemed not necessary.

Each of the 38 one-way streets made by the Boston Traffic Commission in 1948 had specific warrants that will accomplish safety and convenience to motorists.

Thus it can be seen that each year amendments are made to previously existing rules, new rules are written and old rules are stricken out. Such a legislative mass requires a booklet that is assuming considerable proportions.

Not since 1941 has such a booklet been published by the Boston Traffic Commission but the effort of the

department during 1948 on the compilation of Rules and Regulations will culminate shortly in the edition of a new volume. Proofs of this volume seem to indicate, based on the appraisal of experts in the employ of the Commonwealth of Massachusetts, that the new addition will be one of the finest ever published by any city or town in the Commonwealth.

The functional purpose of traffic signs is to guide, to warn, or to regulate. During 1948 the Boston Traffic Commission erected 1,372 permanent traffic signs as a basis for law enforcement, as a preventive to hazardous operation of vehicles, and as a convenience for the direction of travelers. A summary of these various type sign installations follows:

<i>Guide.</i>	<i>Warning.</i>	<i>Regulatory.</i>
Directionals, 15	Children, 47	No Parking, 1,000
	Slow, 42	Dead End, 9
	School Zone, 15	No Parking Between, 20
	Red Reflectors, 35	Stop, 36
		One-Way, 93
		Motor Vehicles Excluded, 4
		Hospital, 6
		Right Turn Only, 2
		Angle Parking, 18
		Fire House, 20
		Keep to Right, 8
		No Right Turn, 1

All traffic signs are in the process of being in conformity with code specifications established by the Commonwealth of Massachusetts. Approximately 12,000 such permanent signs are now maintained in public streets. In addition to these, 3,500 portable type signs are maintained at the Boston Traffic Commission shop. Chief among the emergency conditions warranting the placing out of these signs are:

Parades.	Coasting.
Street Closings.	Sickness.
Sports Events.	

The exercise of engineering ingenuity results in varied activities requiring a motor vehicle fleet comprising trucks and passenger cars for the accomplishment of these activities. There are seventeen vehicles in the Boston Traffic Commission fleet, numbering nine trucks, four jeeps, three passenger cars, and one trailer-compressor. With the exception of a 1934 Buick sedan and



two 1940 Ford trucks, the oldest vehicle in the fleet is of 1948 manufacture. Five Ford trucks were bought during 1948 and four Willys jeeps to make the fleet an efficient and economical unit.

The traffic shop is located in Roxbury on Atkinson street in a building that has been condemned by fire and health authorities of the city. The offices are maintained in the Traffic Tunnel Administration Building under the supervision of the Public Works Department and the Parking Meter Division is located at 174 North street in the City of Boston Printing Plant. This division and separate housing of the various departments is very undesirable and weakens the efficiency of the organization. Therefore, during 1948 the engineering staff of the Boston Traffic Commission presented to architects and consultants their design of a plant that would house all units of the department to be located on the site of the present antiquated shop. Expectations are that the unsatisfactory conditions resultant from the patched-up housing of the organization will be eliminated by entrance into the modern and scientifically equipped plant in the latter part of 1949.

Finally, the display of engineering initiative as evidenced in the foregoing account demands extensive field survey, investigation, and research. To ascertain the engineering facts required to make competent judgment regarding the use of the previously mentioned devices the investigating force of the Boston Traffic Commission during the year 1948 engaged in and compiled the following:

Special investigations made as a result of correspondence . . . . .	1,500
Parking studies . . . . .	50
Vehicles checked in above studies . . . . .	5,000
Intersection vehicular volume counts . . . . .	42
Vehicles counted in above studies . . . . .	275,000
Miscellaneous investigations . . . . .	400

Early in the spring of 1947, 19 recommendations for the immediate relief of traffic in the city were developed by the Boston Traffic Commission and were proposed to your Honor. During the year 8 of these were completed. It is in this instance that the coordination of allied activities within the city departments by the Boston Traffic Commission is best exemplified. Com-

pletions for the immediate improvement of traffic conditions in the city made in 1948 follow:

*Dorchester Avenue, Macallen Street, and West Broadway.*

The property at the corner of Dorchester avenue and Macallen street was taken by the city, the corner widened and confusion and congestion greatly relieved. The roadway has been widened by the demolition of a substandard building located at the corner and the curb cut back for the entire width of the land, occupied by the building.

Before the widening, during the peak hours of 4 p. m. to 6 p. m., each day approximately 2,200 vehicles made the right turn. Only one lane was available for this volume. The additional lane created carries approximately 1,100 vehicles per hour between 4 p. m. and 6 p. m. and cuts the time in half previously required to pass through the intersection, with a continuous right arrow signal light in operation. Work continues on the second part of this recommendation which will eventually see Dorchester avenue inbound widened from West Seventh street to West Broadway.

*Huntington Avenue and Longwood Avenue.*

This recommendation was made to provide safety for the thousands who come by streetcar, daily, to over 26 institutions located in the vicinity, including two of the city's largest high schools, colleges, and medical institutions.

These MTA passengers were forced to step directly from the streetcar into fast moving streams of traffic. The sidewalks were cut back and the space so gained was added to the streetcar reservation, presenting a widened loading platform upon completion.

Prohibitive costs prevented the extension of this work along Huntington avenue, from Opera place to Tremont street, at Hanlon square. But at several points along this run loading platforms have been built up to somewhat relieve the problem.

*Columbus Avenue, from Arlington Street to Northampton Street.*

The roadway of Columbus avenue has been widened by cutting 5 feet off either sidewalk and a divisional island built in the center of the roadway. The completion of this project has created an artery from



Arlington street to Roxbury Crossing that has attracted large volumes from other busy arteries because of the additional opportunities now afforded for safe driving under free wheel movements.

*Boylston Street, Between Arlington Street and Clarendon Street.*

All that is lacking for fulfillment of this project is the actual spade work. Since this might start at any moment it is being accepted for purposes of this report as a fact accomplished. Upon completion the result will be the elimination of another partial bottleneck, since that portion of Boylston street on the other side of Clarendon street widens out considerably.

Upon recapitulation therefore, before two years have elapsed 11 of these recommendations have been fully completed and others are in the process of completion for the improvement of the traffic situation. Not possible through the efforts of the Boston Traffic Commission alone because completion of the projects is beyond its scope, the allied activity of the Law Department, the Public Works Department, and the Street Commissioners' office has eliminated these bottlenecks. Through the Boston Traffic Commission in cooperation with state experts, it is believed that federal funds will be secured for the relief of the most serious bottleneck, which is Sullivan square. However, again we are faced with legal difficulties which must be ironed out. Your Honor is also well aware of the plans that the Traffic Department has drawn up for the relief of the Blue Hill avenue, at Morton street, problem, the contemplated treatment of the Charles street area when the Boston Common garage is erected and also the treatment at Huntington and South Huntington avenues which has become a serious bottleneck, due to the fact that the state never brought Route 9 into the city in a proper fashion so that the traffic could be handled. Serious bottlenecks are expected to develop as a result of the high level bridge in Chelsea which will land in City square, and McClellan Highway, which will land in Day square. However, these two projects are being worked out by the experts of this department together with State and City Planning Boards.

At a time when the Transit Department was first beginning work on the extension of the MTA Rapid

Transit System to East Boston, it was felt desirable by the engineers of the Boston Traffic Commission that primary planning should reserve areas in connection with this project for the exploitation and development of fringe parking. When the first consultation with engineers of the Transit Department was held it was learned that no provision had been made to park cars at the ends of this system but rather that, on the very sites deemed to be most practical for such parking, plans called for the erection of a mammoth shop. Engineers of the Transit Department were immediately convinced of the desirability of fringe parking areas when they studied results of an extensive survey conducted by the Boston Traffic Commission revealing the success of the plan at another MTA Rapid Transit Station located at Columbia Station under the operation of the Simmons Parking Company. Consequently, upon completion of the rapid transit extension a fringe parking area will be located at Orient Heights with a capacity of 800 vehicles and another near Day square with a capacity in excess of 1,500 cars. The recommendation was originally made to your Honor in answer to your request for increased income devices to relieve the home owner of the burden of heavy taxation. A committee comprising 17 of the city's outstanding engineering, transportation, and financial leaders was brought together by your Honor. You explained to this committee that there were 12 choice sites adjacent to MTA Rapid Transit Terminals that might possibly be acquired for the further development of this idea which could increase MTA revenue as much as \$500,000 per year. Boston would profit in direct ratio to the amount that the MTA deficit would be decreased. Since Boston pays 64 per cent of this deficit every dollar decreased in the deficit would benefit Boston up to 64 cents.

Five consultations were held with this committee which resulted in the development and opening for public use during the year 1948, fringe parking areas at the following locations:

Everett Terminal — 100-car capacity.

Sullivan square, at Alford street — 50-car capacity.

Butler Street Station — 500-car capacity.

Search and investigation for new sites and recommendations for increasing the capacity of existing sites



continue. When this program is completed it is conservatively estimated that 5,000 vehicles will be taken from our streets. Daily after 2 o'clock p. m. Boston is confronted with an accumulation of approximately 20,000 vehicles. With 5,000 cars left outside this area, since these motorists will have the comfort and convenience of Rapid Transit transportation, the traffic problem will be reduced 25 per cent.

The coordination of allied activities within the various city departments by the Boston Traffic Commission is further expressed in the building of the three types of traffic islands. An analysis of the work performed in the building of these traffic devices to afford more fluent and safer transportation follows:

<i>Channelizing.</i>	<i>Center Divisional.</i>	<i>Pedestrian Havens</i>
Edward Everett square.	Columbus avenue, from Egleston square to Jackson square.	Dorchester avenue and Gallivan Boulevard (two islands)
Centre and South streets.		
Oak square (Brighton).	Gallivan Boulevard, from Neponset Circle to Granite avenue.	Charles and Boylston streets.
		Gallivan Boulevard and Washington street.
	Old Colony avenue, from Columbia road to Mt. Vernon street.	
		Hanlon square
	Columbus avenue, from Arlington street to North- ampton street.	

During the year 1948 approximately 1,200,000 motor vehicles were registered in the Commonwealth of Massachusetts, which represents a 5 per cent increase over the 1947 total registration. All indications at the present time, with millions of new cars rolling off the assembly lines, are that registrations in 1949 will exceed any known volume. Already the Boston Traffic Commission is engaged in making better use of existing facilities to cope with this insurmountable problem.

## 2. TRAFFIC METER DIVISION.

In the exercise of our own engineering initiative in the year 1947 the Boston Traffic Commission requested authorization to purchase 5,000 parking meters. Installation of these meters began in April, 1948, and on June 1, 1948, the first 3,000 meters went into operation officially, principally in the outlying areas, with some on downtown streets. In the month of November, 1948, 400 more meters were placed in operation in the Kenmore Square area and in December, 1948, 1,600 were placed in operation in downtown streets, principally located east of Tremont street to the water front and from Hanover street to Stuart street. The 5,000 meters installed are of the following types:

*Mi-Co Manual.*

3,999

*Dual Automatic.*

1,001

On all sides the reception of these meters has been extremely favorable. Editorial comments have been most generous in the praise accorded the installation of the meters, in the light of traffic improvements brought about in making parking spaces available to a greater number of motorists daily. Other improvements noted are the additional respect paid by parkers to corner restrictions, hydrant restrictions, bus stops, and taxi stands and the elimination of all-day parkers from the streets where the meters are installed.

With the advent of the meters it was necessary to build an entirely new division within the Boston Traffic Commission, to be known as the Parking Meter Division, which has as its major responsibility the collection, counting, and banking of all moneys deposited in the meters and the maintenance and repair of all meters installed in the streets. The offices of this division are located in the City of Boston Printing Plant Building at 174 North street.

## 3. TRAFFIC LIGHT DIVISION.

Another expression of our engineering initiative is represented in the installation of 29 sets of signal lights during the year 1948 by the Boston Traffic Commission. This number of installations in a single year exceeds the cumulative total of the past 12 years and brings the number of traffic signals maintained by the Boston Traffic Commission to 201.



High accident frequency was the primary consideration that led to installations in the following intersections:

Jamaicaway and Perkins street.  
Dudley street and Harrison avenue.  
Adams and Ashmont streets.  
Arlington and Parsons streets.  
Commonwealth avenue and Granby street.  
Cummins Highway and Hyde Park avenue.  
Dorchester and Savin Hill avenues.  
Townsend street and Walnut avenue.  
Thacher, Traverse, and Washington Street North.  
Calumet street, Francis street, Huntington avenue, and Tremont street.  
Blue Hill avenue and Quincy street.  
Huntington avenue and West Newton street.  
Austin street and Rutherford avenue.  
D street and West Broadway.  
Centre and La Grange streets.  
Brown avenue and Cummins Highway.  
Commonwealth avenue and Griggs street.  
Harrison avenue and Broadway.  
Blue Hill avenue and Glenway street.  
Strathmore and Sutherland roads.  
Humboldt avenue and Seaver street.  
Clifton and East Cottage streets.  
East Eighth and L streets.  
Arborway and South street.  
Chiswick road and Commonwealth avenue.  
Brookline avenue and Short street.  
Gallivan Boulevard and Washington street.  
Blue Hill avenue and American Legion Highway.  
Franklin and Lincoln streets.

The new signal controllers are of the most modern design, with special pedestrian push-button features which eliminate unnecessary delays caused by exclusive pedestrian periods occurring regularly, regardless of demand, in every cycle of the lights as in many of our older signals. This exclusive pedestrian period can now occur only upon actuation of a push button or, in other words, only when a demand exists for pedestrian use. All new signal installations will be equipped with this feature, and it is our hope to gradually replace our older signal controllers with this new type.

Other activities engaged in by our signal maintenance force during 1948, with a resulting benefit to the Police Department, include the moving from unused locations

to new locations of two police officers' spotlight poles. The new locations are given below:

Commonwealth avenue and Gaffney street (near Braves Field).  
Tremont street, at Mission Church, Roxbury.

Ninety-one spotlights are being maintained by this department for the illumination and safety of traffic officers during late afternoon and evening hours.

#### 4. SAFETY EDUCATION DIVISION.

The unremitting effort of the Boston Traffic Commission to reduce death and injury caused by motor vehicle accidents led naturally to the creation of another division, to be known as the Safety Education Division. Within this division a speaker's bureau and visual education program has been developed. Since October, 1948, a speaker representing this bureau has been invited to address ten different organizations, including high schools, service clubs, boards of trade, and planning boards. Motion pictures with sound on film were shown at each of these meetings illustrating the safety talk presented. Motion pictures better than any other medium can portray and present valuable information and data of present-day applications of scientific safety progress. In this connection a still-photo program has been developed to capture permanently traffic situations and patterns that could hardly be reproduced in exactitude in any other manner. A further responsibility of the Safety Education Division is to analyze approximately 3,000 accident reports received from the Boston Police Department in the course of the year, and to present and publicize in a dramatic way, both through the press and over the air, facts obtained for the prevention of accidents. This division also engages in the service of setting up store window safety displays that vividly bring to each local community the accident experience encountered in that district.

Final reports are not available at this time, but it is strongly believed from present indications that 20 lives will have been saved in the City of Boston during 1948. Seventy-two persons were killed in 1947. Encouraging as this remarkable reduction may seem, still much work remains to be performed in carrying the message of safety to parents and adult groups because it has been noted that in 1948 two age group-



ings were particularly vulnerable to accidents that kill, namely, the child less than 5 years of age and the adult over 64 years of age. When viewed in the light of experience of 1934, when 143 people were killed by motor vehicles in Boston, the rate of 1948, which should not exceed 52 persons killed, becomes all the more remarkable. Again, experience teaches in the past that 80 per cent of the annual rate of automobile killings happened to pedestrians. The experience of 1948 has been that only 60 per cent of all persons killed were pedestrians. During the year 1948 on several occasions the National Safety Council has commended Boston for being one of the safest cities in the United States with a population of 500,000 or over.

Education and survey service is not alone limited to the field of safety, but hearings and conferences with various municipal, state, and civic groups and organizations are held both in the office and in the field. Representatives of the Boston Police Department, MTA, labor unions, trucking organizations, and other commercial establishments are met in the field, and thorough survey is made of the peculiar and pertinent problem which vexes these individual lines of activity. Example might be offered in the development of trackless trolleys in the Dorchester and Roxbury districts. The berthing of these vehicles at the curb in these sections has offered a problem. To insure public safety and convenience of MTA patrons without prejudicing the interests of abutting business concerns requires considerable study and technical advice.

Newspaper reporters, City Councilors, Chamber of Commerce executives, lawyers, insurance investigators, planning and engineering students or thesis-writing groups and civic-minded citizens are all met at the offices of the Boston Traffic Commission for discussion and survey of the particular interest held by each of these representations.

Upon the invitation of the engineering and educational cooperating areas of the following agencies, the engineers of the Boston Traffic Commission furnish much technical data valuable to these groups in making their determinations. Memberships, therefore are held in these agencies:

Registry of Motor Vehicles (Education and Engineering).  
Boston Chamber of Commerce (Consultant).  
Boston Junior Chamber of Commerce (Consultant).

Massachusetts Safety Council (Director).

National Safety Council (Advisory Committee to Board of Judges Annual Inventory Contest).

Boston Public Schools (Advisory Committee on Safety Education).

Greater Boston Development Committee.

##### 5. INSTALLATION, MAINTENANCE AND REPAIR.

In addition to the installation of the aforementioned signals it is interesting to note, concerning the maintenance of previously existing signals, that our signal maintenance force during 1948, effected the following summary:

Traffic signal lamps replaced . . . . .	2,004
Signal posts replaced . . . . .	34
Control boxes replaced . . . . .	2
Signal housings replaced . . . . .	25
Signal housings repaired . . . . .	124
Signal timers replaced . . . . .	63
Signal timers repaired . . . . .	70
Miscellaneous trouble calls . . . . .	596
Vehicular miles traveled for signal maintenance . . .	30,000

In addition to the above a thorough inspection and cleaning was made of the terminal connections in the bases of all signal posts throughout the city and all terminal leads sprayed with insulating varnish to combat deterioration.

Another expression of engineering initiative, the importance and value of a well-established roadway painting program, can hardly be overemphasized. The wide range of uses cannot be discussed in full here.

Markings of crosswalks save many pedestrian lives. Medial conflicts are reduced to a minimum by the painting of center lines and lane lines convert seeming chaos into orderly flow. Recognizing the benefits that would be obtained for pedestrians and motorists alike, during the year 1948 the Boston Traffic Commission developed a roadway painting program that accomplished almost 150 miles of roadway painting. Only once before in the history of the Boston Traffic Commission was this total mileage exceeded, during the period when unlimited WPA personnel, materials and equipment were available. For the most part, the 1948



total miles painted represents a tripling over average annual achievements. Immediately following is a unit summary:

<i>Markings.</i>	<i>Number Painted.</i>	<i>Footage.</i>
Crosswalks . . . . .	1,779	169,645
Center lines . . . . .	157	328,155
Lane lines . . . . .	51	21,635
Stop lines . . . . .	105	4,427
Curb . . . . .	661	19,030
Parking stalls . . . . .	7,547	91,301
Safety zones . . . . .	23	230
Slow . . . . .	307	25,185
Loading zones . . . . .	1,156	25,880
Corners . . . . .	31	650
Fire station . . . . .	1	300
Other . . . . .	4	245

For the purpose of explaining a revenue-producing feature of this painting program it might be well to describe a loading zone as defined in the traffic regulations. It is that portion of a roadway adjacent to a curb reserved for the exclusive use of vehicles during the loading or unloading of passengers or materials, indicated by yellow paint applied to the adjacent curb, marking the limits of the reserved area, as authorized by the Boston Traffic Commission.

Each year an increase is noted in the number of loading zones issued and maintained by the Boston Traffic Commission. To facilitate and expedite the processing of these permits a renewal date was set for all permits on August 1, 1948. Henceforth, regardless of the date of issuance each permit must be renewed as of the above date. The continual increase proves that mercantile establishments are convinced that no other device has proven as effective in making available a way of ingress and egress to their doors for delivery and shipment of materials.

A summary of loading zone painting follows:

New loading zone permits issued . . . . .	206
Loading zone renewals . . . . .	950
Total loading zones maintained . . . . .	1,156

In addition to the above loading zone permits for which a fee is paid, 228 permits are issued free of charge to charitable, hospital, and other nonprofit organizations.

Considerable revenue was derived from this activity. Due to the war years and the lack of essential materials a considerable amount of work of this department could not be done. However, we have able men, we have plans and we feel that with the cooperation of other city departments we will be able to complete the necessary work which has been neglected for so many years.

Very truly yours,

LEO F. CURLEY,  
*Commissioner.*

THOMAS F. SULLIVAN,  
CHARLES E. MANION,  
JOHN J. MURPHY,  
ROBERT P. CURLEY,  
*Associate Commissioners.*

Attest: WILLIAM T. DOYLE,  
*Secretary.*



ANNUAL REPORT  
OF THE  
BOSTON TRAFFIC COMMISSION  
FOR THE  
YEAR ENDING DECEMBER 31, 1949.

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Boston, January 3, 1950.

HON. JOHN B. HYNES,  
*Mayor of Boston.*

DEAR SIR:

I have the honor to submit herewith in accordance with the Revised Ordinances the annual report of the Boston Traffic Commission for the year ending December 31, 1949.

During the period covered by this document the late Commissioner Leo F. Curley served as Traffic Commissioner in the department.

Respectfully submitted,

WILLIAM ARTHUR REILLY,  
*Traffic Commissioner.*

*Boston City Messenger Department  
September 28, 1950*



Less people were killed by motor vehicle accidents in the City of Boston in the last year than ever before since records of this type have been kept. Boston in 1949 had the lowest per capita motor vehicle fatality rate of any city, with population of 500,000 or over, in the United States.

This annual report is the record of progress — the testimony of the Boston Traffic Commission that in the coordination of its efforts with those of other municipal departments, nationally approved traffic engineering principles applied have achieved greater public safety, greater public convenience. This annual report is more than a mere evaluation of accomplishments with a purpose. It is meant to be an inventory to help you and all of us to do a better job in saving life and to solve the city's outstanding problem, traffic.

With motor vehicle registrations at an all-time high and accident hazards multiplying, increased efforts to achieve the best safety record possible should be made by this department.

This was recognized by the Griffenhagen Associates' report to the Boston Finance Commission, when it recommended that the activities of the Safety Education Division of the Traffic Commission be expanded and that additional personnel be employed in safety work.

It focused attention on urgent needs and made sound recommendations specifically for the extension of accident analysis work.

We shall endeavor to accomplish, step by step, the recommendations contained in the Griffenhagen-Finance Commission report, and at the same time by all the means at our disposal endeavor to improve traffic conditions in our city: by installation of a number of one-way streets, recommending changes in the design of various street intersections, installation of new traffic lights, promotion of off-street parking facilities within the city and at terminal points of our transit systems, installation of additional parking meters, and by special studies of other factors which may be utilized for the benefit of our community.

In particular, inquiry shall be made regarding experimental or permanent projects under way in various comparable cities of the country so that our Boston program may be in every way up-to-date, progressive, and efficient, according to national standards.

Acknowledgment is hereby made of the cooperation of the State Department of Public Works, Metropolitan District Commission, Metropolitan Transit Authority, Chamber of Commerce, Boston Real Estate Board, Retail Merchants Association, and other such agencies which have already offered their support of our objectives.

#### SAFETY EDUCATION DIVISION.

Traffic accident research must be the first consideration of those interested in eliminating hazards through sound traffic engineering principles. Therefore reports of all motor vehicle accidents must be analyzed and accurate records kept systematically, to supply engineering data for the erection of suitable signs, signals, markers, and devices.

Application of the information thus received was one of the outstanding factors in reducing deaths caused by motor vehicle accidents to 56 in the year 1949.

This is the lowest figure ever recorded in the City of Boston since records of this type have been kept.

Boston has been recognized consequently by the National Safety Council as having the lowest per capita motor vehicle death rate of any of the cities of the United States in the population group of 500,000 and over.

Forty-six pedestrians were killed during the past year in Boston. Eleven of these were ten years of age and under, while twenty-five were sixty years of age and over. These statistics clearly indicate the continued need for further safety education among these two groups, at their respective levels.

Safety talks illustrated by 16 mm. sound motion pictures were given before all types of organizations, numbering audiences in excess of 5,000 listeners.

Throughout the entire year newspaper and radio releases were issued, receiving wide coverage, based on safety information and traffic changes and installations, establishing friendly public understanding of the work being accomplished.

During the coming year it is hoped that present plans will develop successfully to receive, through the courtesy of Registrar of Motor Vehicles Rudolph F. King, translated code copies of approximately 10,000



reports of motor vehicle accidents occurring each year in the City of Boston.

At the present time the only source of accident reporting available to the Boston Traffic Commission is the approximate 3,000 reports received annually from the Boston Police Department.

#### RULES AND REGULATIONS.

The traffic rules and regulations were recodified in 1949. This recodification is in accordance with statute law, meeting with the approval of the Massachusetts Department of Public Works.

The last previous complete revision of the rules and regulations was made in 1941. Since that time hundreds of amendments had been made, virtually changing the entire book. In a sense it was unfair to expect the general public to obey these rules and regulations when the original sense of so many had been changed and no new record was available.

The new booklets also are used as guides for enforcement of purposes by the Boston Police Department. For these reasons alone, it is recommended that not more than two years elapse before another revision is published.

#### PARKING METERS.

With the idea of facilitating and abetting the enforcement of parking regulations and of obtaining a more efficient use of premium street space for the movement of traffic, and for equitable distribution of parking privileges, the City of Boston installed 2,000 Mico and 1,000 Dual meters in June of 1948.

After a sufficiently long period of experimentation, the Boston Traffic Commission on October 1, 1949, replaced the Dual automatic with 1,000 Mico penny-nickel meters and purchased an additional 2,000 Mico 2-hour, 2-nickel meters. The elimination of the automatic meters not only afforded the city a standardization of type, but the Mico manual meter proved to be more rugged, simpler in construction, and therefore much easier to maintain. This change-over relieved those in charge of the necessity of winding the removed automatic meters.

At the present time there are installed 1,000 2-hour, 10-penny, 2-nickel meters in the Roslindale. Jamaica

Plain, Brighton, Roxbury, and Dorchester sections and 4,000 nickel meters in the downtown sections, with the purchase of additional meters being considered by the members of the commission.

It has been conclusively proved that the parking meters have practically eliminated all day parking and double parking by permitting a more accurate check by the police officers.

The daily average income from each meter amounts to approximately 33 cents a day per meter.

#### TRAFFIC LIGHT DIVISION.

During 1949 this department made 26 new traffic signal installations at the following intersections:

##### ISOLATED.

Atlantic avenue, Commercial street, Eastern avenue, and Fleet street.

Brookline avenue and Deaconess road.

Centre street and Hillcroft road.

Columbus avenue and Dimock street.

Commercial street and Hanover street.

Commonwealth avenue and Summit avenue.

Commonwealth avenue, near Sutherland road.

Dorchester avenue, at St. Mark's Church.

Dover street and Washington street.

Massachusetts avenue, at Boston Edison Company.

Monastery road and Washington street.

Neponset avenue and Victory road.

Perkins street and South Huntington avenue.

##### UNIT 1 (Downtown System).

Boylston street and Church street.

Broadway and Eliot street.

Broadway and Stuart street.

Cambridge street, Chambers street, and Joy street.

##### UNIT 2 (Back Bay System).

Berkeley street and Boylston street.

Berkeley street and Columbus avenue.

Berkeley street and Stuart street.

Boylston street, Clarendon street, and Huntington avenue.

Boylston street and Dartmouth street.

Boylston street and Exeter street.

Clarendon street and Stuart street.

East Concord street and Harrison avenue.

Gainsborough street and Huntington avenue.



The signals at all of the above intersections, with the exception of those in the Unit 1 system, are equipped with pedestrian push buttons. This feature eliminates the unnecessary delays caused by fixed pedestrian periods occurring regularly, regardless of demand.

In the early part of 1949 the Bridge and Ferry Division of the Public Works Department completed installation of new flashing signals at 24 bridge locations throughout the city, where bridge supports created obstructions in the roadway. Upon completion, these signals were turned over to this department for control and maintenance.

The addition of all of the above installations brings the number of traffic signals maintained by the Boston Traffic Commission to 251.

Modern controllers with pedestrian push-button actuation were substituted for obsolete controllers at the following intersections:

Blue Hill avenue and Morton street.  
Commonwealth avenue and Washington street.  
Corinth street, Poplar street, and Washington street.  
Dorchester street and Old Colony avenue.

During 1949 five police officers' spotlight poles were moved from unused locations to the following new locations:

Atlantic avenue and Northern avenue.  
Beacon street and Charles street.  
Boylston street and Hereford street.  
Chelsea street and Porter street.  
Havre street and Porter street.

Ninety-one spotlights are being maintained by this department for the illumination and safety of traffic officers during late afternoon and evening hours.

#### TRAFFIC SIGNAL MAINTENANCE.

In addition to the installation of all of our new traffic signals during 1949, our signal maintenance force effected the following summary:

Traffic signal lamps replaced	.	.	.	.	.	3,373
Police spotlight lamps replaced	.	.	.	.	.	117
Signal posts replaced	.	.	.	.	.	46
Control boxes replaced	.	.	.	.	.	12



Signal housings replaced . . . . .	158
Signal housings repaired . . . . .	41
Signal timers repaired . . . . .	111
Signal flashers repaired . . . . .	22
Pedestrian push buttons replaced . . . . .	88
Miscellaneous trouble calls . . . . .	809
Vehicular miles traveled for signal maintenance .	30,000

## HIGHWAY SIGNS.

The estimated number of highway signs in place at the end of 1949 is approximately 14,000, a 16 $\frac{2}{3}$  per cent increase over 1948.

A summary of the various type sign installations follows:

## GUIDE.

Directionals . . . . .	2
------------------------	---

## WARNING.

Children . . . . .	105
Slow . . . . .	114
School Zone . . . . .	12
Red Reflectors . . . . .	35
Railroad . . . . .	3
Curve . . . . .	1
Crosswalk . . . . .	2
Playground . . . . .	3
Road Patrol . . . . .	2
No Parking . . . . .	593
Dead End . . . . .	23
No Parking Between . . . . .	8
Stop . . . . .	45
One Way . . . . .	151
Motor Vehicles Excluded . . . . .	8
Hospital . . . . .	3
Right Turn Only . . . . .	2
Angle Parking . . . . .	18
Fire House . . . . .	1
Keep to Right . . . . .	5
No Right Turn . . . . .	19
No Left Turn . . . . .	7
Park Permits . . . . .	14

The magnitude and importance of this work now requires that an accurate file system be maintained on all signs existing in the field and also those to be installed in the future.

To this end early in 1949 a sign census was inaugurated and is painstakingly working to a close.

With its completion much valuable data will be recorded and in general more efficiency result pertinent to the replacement of damaged or obsolete signs.

It must be remembered that in addition to permanent installations more than 3,500 portable signs are maintained and placed out each year, for reasons of public safety and convenience in connection with emergency conditions that arise.

#### ROADWAY PAINTING.

One of the most important safety functions of this commission and one each year that increases in public popularity is the marking of roadways with center lines and other markings.

A new record of more than 200 miles of such painting was reported in 1949. Immediately following is a unit summary:

MARKINGS.	No. PAINTED.	FOOTAGE.
Crosswalks . . . . .	2,391	235,862
Center Lines . . . . .	235	565,611
Lane Lines . . . . .	41	26,372
Stop Lines . . . . .	91	2,990
Parking Stalls . . . . .	7,938	95,256
Slow . . . . .	640	59,800
Loading Zones . . . . .	921	38,261

In addition to the above type of roadway painting a summary of loading zone painting follows:

New Loading Zone Permits Issued . . . . .	70
Loading Zone Renewals . . . . .	952
Total Loading Zones Maintained . . . . .	1,022

The painting of loading zone is an income-producing effort, since a fee of 50 cents per foot is charged.

#### AUTOMOBILE REGISTRATION.

During 1949 the Registry of Motor Vehicles issued the largest number of certificates of registration in its history, amounting to 1,432,935. Certificates of registration were issued for 129,485 vehicles in the City of Boston. While this figure, representing 11 per cent of

the entire state registration, is in itself impressive, volume vehicle counts estimate that 260,000 vehicles, or 21 per cent of the entire state registration, enters the City of Boston daily. None the less welcome, it is this influx that creates Boston's traffic problem.

Very truly yours,

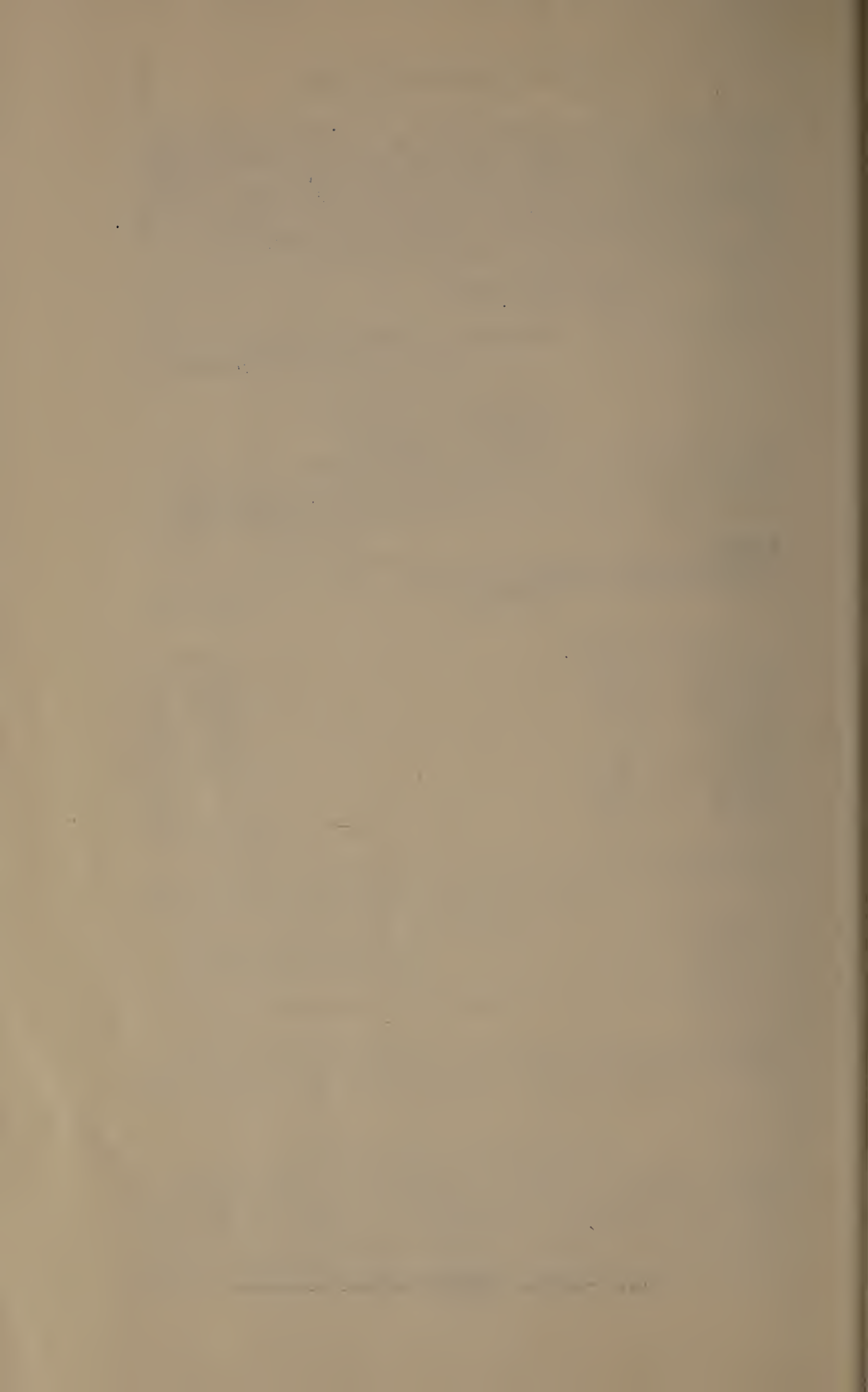
WILLIAM ARTHUR REILLY,  
*Commissioner. (1950-51)*

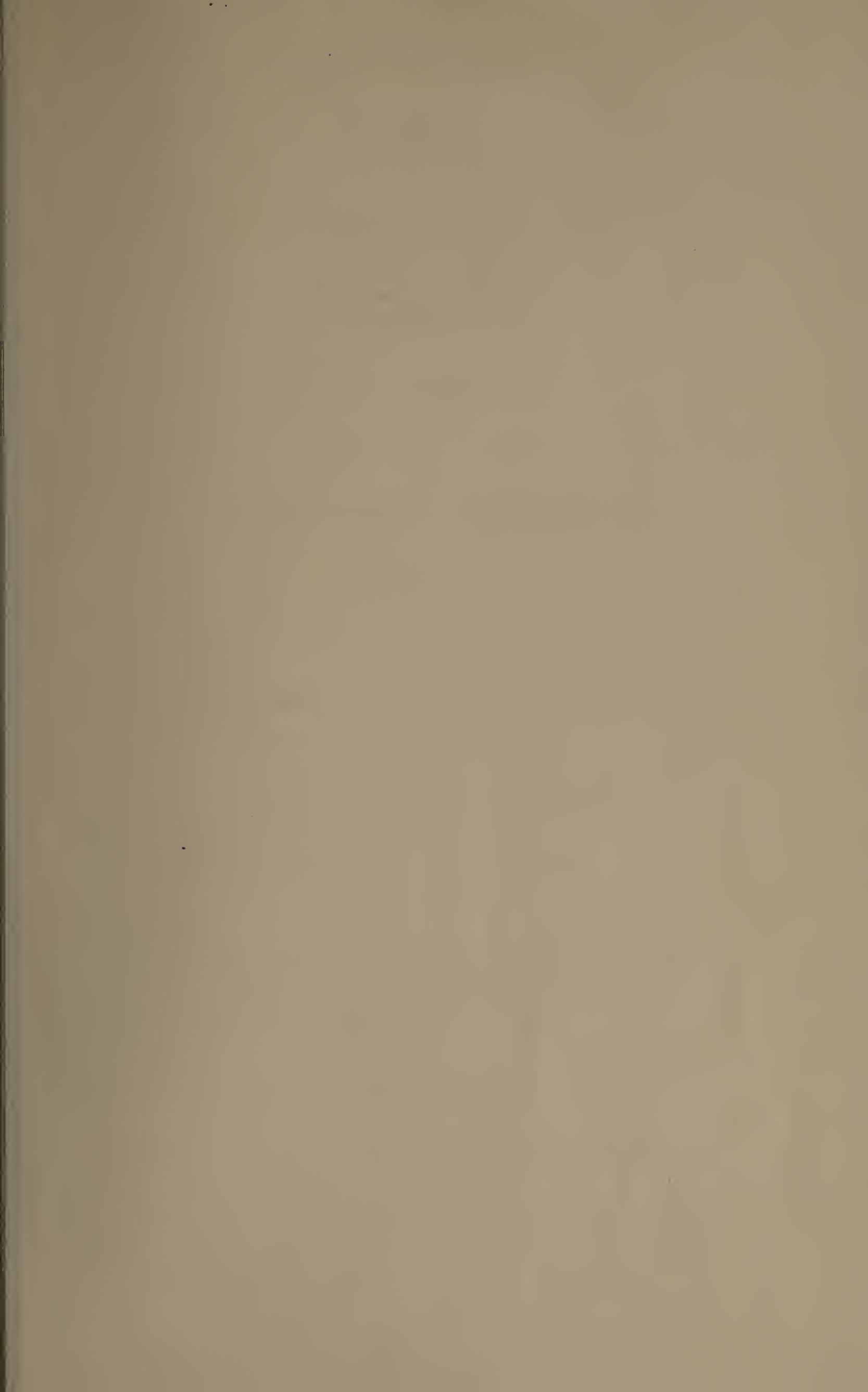
THOMAS F. SULLIVAN,  
GEORGE J. CURLEY,  
JOHN J. MURPHY,  
ROBERT P. CURLEY,

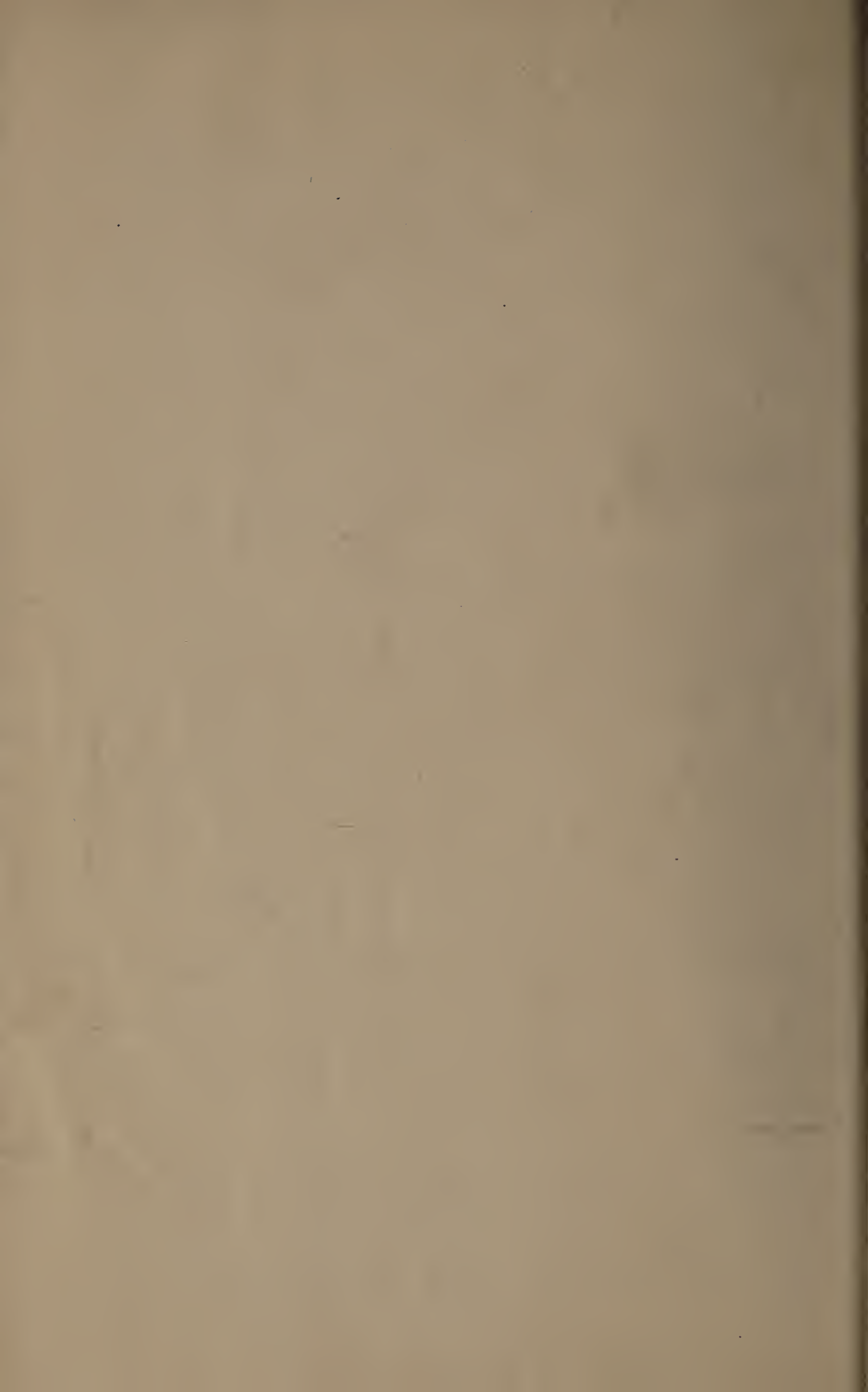
*Associate Commissioners.*  
*(1946 to 1950, incl.)*

Attest:

WILLIAM T. DOYLE,  
*Secretary.*











ANNUAL REPORT  
OF THE  
BOSTON TRAFFIC COMMISSION  
FOR THE  
YEAR ENDING DECEMBER 31, 1950.

---

BOSTON, January 6, 1951.

HON. JOHN B. HYNES,  
*Mayor of Boston.*

DEAR SIR:

I have the honor to submit herewith the annual report of the Boston Traffic Commission for the year ending December 31, 1950.

Respectfully submitted,

WILLIAM ARTHUR REILLY,  
*Traffic Commissioner.*

[CHAP. 263.]

. AN ACT ESTABLISHING THE BOSTON TRAFFIC COMMISSION  
AND DEFINING ITS POWERS AND DUTIES.*Be it enacted, etc., as follows:*

SECTION 1. There is hereby established in the city of Boston, hereinafter referred to as the city, a commission to consist of a commissioner and four associate commissioners and to be known as the Boston Traffic Commission, hereinafter referred to as the commission. The commissioner, who shall be chairman of the commission, shall be appointed by the mayor of the city, shall serve for a term of four years and until the qualification of his successor, shall be subject to the confirmation of the civil service commission under chapter four hundred and eighty-six of the acts of nineteen hundred and nine, as amended, shall receive such compensation as shall be established by the mayor and city council of the city and may be removed by the mayor in accordance with section fourteen of said chapter four hundred and eighty-six. The police commissioner, commissioner of public works, the chairman of the park commissioners and the chairman of the board of street commissioners, all of the city, shall be, *ex officio*, the associate commissioners and shall receive no compensation for their services as such associate commissioners; but all the expenses of the commission incurred for the purposes of this act shall be paid by the city. For said purposes the commission may, subject to the approval of the mayor and to chapter thirty-one of the General Laws and the rules and regulations made thereunder, employ engineers, experts, assistants and other officers and employees. All statutes and ordinances applicable generally to the departments of the city shall apply to the commission, except the provisions of section five of said chapter four hundred and eighty-six.

SECT. 2. The commission shall have exclusive authority, except as otherwise herein provided, to adopt, amend, alter and repeal rules and regulations, not inconsistent with general law as modified by this act, relative to vehicular street traffic in the city, and to the movement, stopping or standing of vehicles on, and their exclusion from, all or any streets, ways, highways, roads and parkways, under the control of the city, including rules and regulations designating any way or part thereof under said control as a through way under and subject to the provisions of section nine of chapter eighty-nine of the General Laws, as amended, and may prescribe penalties not exceeding fifty dollars for the violation of any rule or regulation adopted hereunder. No such rule or regulation, except such special rules and regulations as are declared by vote of the com-

*Boston City Messenger Sept,*

*7 of 19 1952*



mission to be urgently required by considerations of public safety or convenience or such as are of a temporary nature and are to be effective for a period of not more than two weeks, shall take effect until published for two successive weeks in the City Record. Upon petition of twenty-five registered voters of the city relative to any rule or regulation adopted or proposed to be adopted under this section, the commission shall hold a public hearing thereon within thirty days after the filing with the commission of such petition, and final action thereon shall be determined only by vote of a majority of the entire membership of the commission. The commission shall have power to erect, make and maintain, or cause to be erected, made and maintained, traffic signs, signals, markings and other devices for the control of such traffic in the city and for informing and warning the public as to rules and regulations adopted hereunder, subject, however, to section two of chapter eighty-five, and to sections eight and nine of said chapter eighty-nine, of the General Laws, as amended. Nothing in this act shall be construed to authorize the commission to adopt any rule or regulation excluding the cars of a street railway company from any way or part thereof in which it has a location, or to modify or limit any power or authority of the metropolitan district commission, of the state department of public works or of the state department of public utilities, or any power now vested in the said police commissioner to regulate street uses under licenses or permits granted by said commissioner.

SECT. 3. All existing rules and regulations of the board of street commissioners, the board of park commissioners, the police commissioner, or any other public board, commission or official of the city, relating to the control of vehicular traffic, shall remain in full force and effect until amended, revised or repealed by the commission under this act, and any amendment, revision or repeal of such a rule or regulation or the adoption of any new rule or regulation by the commission shall not affect any act done, any right accrued, any penalty incurred, or any suit, prosecution or proceeding pending at the time of said amendment, revision, repeal or adoption.

SECT. 4. This act shall take effect upon its acceptance, during the current year, by vote of the city council of the city, subject to the provisions of its charter, but not otherwise; provided, that for the purposes of such acceptance only, this act shall take effect upon its passage.

*Approved April 26, 1929.*

## SECTION 1. — THE BOSTON TRAFFIC COMMISSION.

### SPECIAL COMMENTS.

#### A. ACTIVITIES.

The opening of the new building, housing all departments of the Boston Traffic Commission, resulted in a reorganization of the various divisions and acceleration of their activities.

Major construction work in the city and its approaches, such as the Mystic Bridge, Sullivan Square, and the new Storrow Memorial Highway required various changes in the traffic pattern of several major and congested streets. Tremont street, a portion of Beacon street, Charles street, and Boylston street were made one-way streets, and temporary changes were made in Albany street, Dover street, and Harrison avenue.

Authority for the issuance of parade permits was transferred from the Street Laying-Out Department to the Boston Traffic Commission.

Subsequent reports will reflect the results of the expanded program of activities commenced in 1950.

#### B. PERSONNEL.

Various divisions of the Boston Traffic Commission were strengthened by an increase in personnel during the year 1950. At the end of 1950 there was an increase of two permanent employees in the Parking Meter Division. Two permanent laborers and one permanent chauffeur-laborer were added to the labor force, during the year, and the Traffic Signal Maintenance Division received one permanent signal maintenance man. Clerical forces were strengthened by the addition of two permanent clerks and in the Traffic Engineering Division by one permanent Grade IV engineer.

Six temporary investigators were employed during 1950, together with fourteen temporary painters. At various times during the year, sixteen thirty-day emergency appointments were made to maintain the work of the various divisions of the Boston Traffic Commission.



## EXECUTIVE ORGANIZATION.

## BOSTON TRAFFIC COMMISSION — 1950.

*Traffic Commissioner*, WILLIAM ARTHUR REILLY

*Secretary*, WILLIAM T. DOYLE

*Traffic Engineer*, PHILIP T. DESMOND

## ENGINEERING STAFF

TIMOTHY J. O'CONNOR, *Assistant Traffic Engineer*

WILLIAM E. FLANAGAN, *Assistant Traffic Engineer*

JOSEPH M. GALEOTA, *Senior Electrical Engineer*

BERNARD J. DUNN, *Civil Engineer*

PATRICK F. TIERNEY, *Civil Engineer*

EDMOND DIGIOVANNI, *Draftsman*

## SAFETY EDUCATION DIVISION

THEODORE J. HOPPE, *Director of Safety Education*

GEORGE R. HURLEY, *Clerk*

## TRAFFIC INSPECTORS

FRANCIS J. LAUGHLIN, *Chief*

ANDREW ALLAN

MICHAEL T. GAINEY

CHARLES H. KING

THOMAS F. MACDONALD

## TRAFFIC INVESTIGATORS

EMORY J. DAVIS

GEORGE J. FLEMING

THOMAS O. FLOOD

THOMAS C. HARRINGTON

ROBERT S. KELLY

WILLIAM L. KELLY

CHARLES H. KOUGEAS

ROBERT T. McLAUGHLIN

LEO F. O'CONNOR

MAURICE J. SKERRY

FRANCIS J. SOLARI

## SECRETARIAL STAFF

MARIE A. MAHER, *Secretary-Stenographer*

FLORENCE M. HURTER, *Stenographer-Bookkeeper*

MARY MACDONALD, *Stenographer*

EVELYN V. SULLIVAN, *Clerk*

GRACE E. MACKEY, *Clerk-Typist*

GERTRUDE M. TRAVERS, *Switchboard Operator-Clerk*



## ELECTRICAL MAINTENANCE DIVISION

JAMES E. DALEY, *Traffic Signal Foreman*  
LEONARD VAN GEMERT, *Assistant Traffic Signal Foreman*  
MALCOLM E. CAMERON, *Lineman*  
JAMES J. PENDER, *Signal Maintenance Man and Lineman*  
WILLIAM F. AHERN, *Signal Maintenance Man*  
THOMAS J. CONDON, *Signal Maintenance Man*  
WILLIAM F. FENLON, *Signal Maintenance Man*  
LEONARDO GRANA, *Signal Maintenance Man*  
FRANK L. HUDDLESTON, *Signal Maintenance Man*  
CARL O. LUNDBERG, *Signal Maintenance Man*  
PAUL C. MCSHANE, *Signal Maintenance Man*  
BERTRAM PAGE, *Signal Maintenance Man*  
FRANCIS V. RYAN, *Signal Maintenance Man*  
FREDERICK M. BACHOFNER, Jr., *Chauffeur-Laborer*

## PARKING METER DIVISION

PAUL V. DIRKSMEYER, *Supervisor*  
WILLIAM A. MORIARTY, *Inspector of Permits*  
JAMES W. SULLIVAN, *Foreman*  
JEREMIAH F. BRENNAN, *Meter Parking System Inspector*  
HAROLD F. LEE, *Cashier*  
WILLIAM T. CANTILLO, *Assistant Cashier*  
GENE J. DiBENEDETTO, *Assistant Cashier*  
IRA G. JONES, *Assistant Cashier*  
ARTHUR M. CLONAN, *Assistant Cashier*  
LEO W. REAGAN, *Assistant Cashier*  
EDWARD H. FERGUSON, *Assistant Cashier*  
ROBERT E. WANDERS, *Clerk*  
THOMAS F. REILLY, *Clerk*  
FRANK J. JACOBS, *Parking Meter Repairman*  
FRANK A. BARANOWSKI, *Parking Meter Maintenance Man*  
ERNEST CARDILLO, *Parking Meter Maintenance Man*  
HENRY C. COLLE, *Parking Meter Maintenance Man*  
JOSEPH B. DICKEY, *Parking Meter Maintenance Man*  
ROBERT L. DOLAN, *Parking Meter Maintenance Man*  
RAYMOND K. FRYE, *Parking Meter Maintenance Man*  
EDWIN D. ILSLEY, *Parking Meter Maintenance Man*  
GEORGE F. LUNNEY, *Parking Meter Maintenance Man*  
JOHN J. MEEHAN, *Parking Meter Maintenance Man*  
EDWARD E. MOSCHELLA, *Parking Meter Maintenance Man*  
TERRANCE D. O'CONNOR, *Parking Meter Maintenance Man*  
WESTON W. PARKER, *Parking Meter Maintenance Man*  
KENNETH H. J. PARKS, *Parking Meter Maintenance Man*  
PATRICK F. SHEEHAN, *Parking Meter Maintenance Man*  
JEREMIAH V. SULLIVAN, *Parking Meter Maintenance Man*  
JOHN W. TRAVERS, *Parking Meter Maintenance Man*  
GREGORIO VOCI, *Parking Meter Maintenance Man*  
JOSEPH F. WALSH, *Parking Meter Maintenance Man*

## GARAGE DIVISION

WILLIAM F. KINSMAN, *Master Mechanic*  
GEORGE F. FARRAH, *Auto Mechanic*

## SHOP, SIGN-WRITING, SPRAY PAINTING DIVISION

JOHN J. JASON, *Superintendent*  
JOHN K. SWEENEY, *Clerk*  
JOHN F. MONTGOMERY, *Painter-Foreman*  
THOMAS H. McALENEY, *Working Foreman*  
THOMAS F. MELIA, *Working Subforeman*  
DANIEL A. McAULEY, *Sign Painter*  
JOSEPH A. MULLONEY, *Sign Painter*  
JOHN HURLEY, *Spray Painter*  
NORMAN R. DEAN, *Painter-Chauffeur*  
JAMES A. ANDERSON, *Painter*  
JOHN J. DELANEY, *Painter*  
GEORGE A. DUNBAR, *Painter*  
JAMES J. McGRAIL, *Painter*  
JAMES E. MURPHY, *Painter*  
JOSEPH PETKUS, *Painter*  
JOSEPH PIAZZA, *Painter*  
FRANCIS I. ELLARD, *Chauffeur-Laborer*  
EARL V. KING, *Chauffeur-Laborer*  
LEO F. McGONIGLE, *Chauffeur-Laborer*  
MANUEL F. RODRIGUEZ, *Chauffeur-Laborer*  
JOHN F. DEMPSEY, *Chauffeur-Laborer*  
DUDLEY B. WALSH, *Chauffeur-Laborer*  
WILLIAM J. BREADY, *Laborer*  
ALEXANDER J. CASSIDY, *Laborer*  
JOHN J. DILLON, *Laborer*  
JOSEPH FRUSCIANTE, *Laborer*  
SALVATORE IPPOLITO, *Laborer*  
PETER L. KENNEY, *Laborer*  
ARTHUR C. McCALLAN, *Laborer*  
ROBERT J. McCANN, *Laborer*  
JOHN J. SCHULTZ, *Laborer*

CHARTER MEMBERS OF THE DEPARTMENT WHO  
HAVE COMPLETED TWENTY-ONE YEARS OF  
ACTIVE SERVICE (1950).

ANDREW ALLAN  
MALCOLM E. CAMERON  
THOMAS J. CONDON  
NORMAN R. DEAN  
PHILIP T. DESMOND  
WILLIAM E. FLANAGAN  
MICHAEL T. GAINNEY  
JOSEPH M. GALEOTA  
THEODORE J. HOPPE  
FLORENCE M. HURTER  
JOHN J. JASON  
CHARLES H. KING  
WILLIAM F. KINSMAN  
FRANCIS J. LAUGHLIN  
MARY MACDONALD  
THOMAS F. MACDONALD  
MARIE A. MAHER  
THOMAS H. McALENEY  
DANIEL A. McAULEY  
LEO F. McGONIGLE  
THOMAS F. MELIA  
JOHN F. MONTGOMERY  
TIMOTHY J. O'CONNOR  
JAMES J. PENDER  
JOSEPH PIAZZA

MEMBERS WHO REACHED TWENTY YEARS OF  
ACTIVE SERVICE DURING 1950.

WILLIAM F. FENLON  
GERTRUDE M. TRAVERS



## C. APPARATUS AND EQUIPMENT.

A new half-ton Ford truck was purchased and assigned to the Parking Meter Division. The Electrical Maintenance Division received a new three-quarter T Ford truck, in replacement of a 1940 Ford truck which was beyond repair. This new vehicle was also equipped with a new hydraulic hoist to be used in the erection of new signal installations.

A snowplow blade was purchased to keep the extensive yard area surrounding the Boston Traffic Commission building passable.

Sand blasting equipment was purchased for the purpose of stripping approximately 750 signal posts and housings, preparatory to repainting.

These signal installations some of which were erected 20 years ago have been painted and repainted but never scraped.

A new traffic line marking machine was purchased in order to meet the increased demand for more roadway painting.

D. CLOSING OF STREETS — TRAFFIC COUNTS,  
SPECIAL INVESTIGATIONS.

Twelve major construction detours were planned by the Boston Traffic Commission during the year 1950. These necessitated the closing of streets, making streets one way, prohibiting parking and locating signs for public safety and convenience in the following areas:

Blue Hill avenue, from Columbia road to American Legion Highway

Blue Hill avenue, from Warren street to Columbia road

Columbia road, from Edward Everett square to Blue Hill avenue

Autumn street, — Pilgrim road — Deaconness Hospital

Dover Street Bridge

Broadway Bridge

Poplar street — Cornell street

American Legion Highway

Morton street — Washington street

Ellington street

Fairmount Avenue Railroad Bridge

Western avenue

Temporary votes were struck in 118 instances, for detours established in every city ward, as follows:

Ward 1 . . . . .	6	Ward 16 . . . . .	4
Ward 2 . . . . .	1	Ward 17 . . . . .	7
Ward 3 . . . . .	14	Ward 18 . . . . .	9
Ward 12 . . . . .	3	Ward 19 . . . . .	5
Ward 13 . . . . .	6	Ward 20 . . . . .	5
Ward 14 . . . . .	5	Ward 21 . . . . .	2
Ward 15 . . . . .	5	Ward 22 . . . . .	9

In connection with the granting of loading zones and the installation of parking meters 894 special investigations were made by the Boston Traffic Commission in the year 1950.

In the year 1950 the Boston Traffic Commission made a total of 131 traffic counts. There were 1,341,370 vehicles counted. This extraordinary figure was created principally through the conducting of both an outer and inner cordon count. Five hundred men were employed in this count, the first such count taken since 1938.

\*INNER CORDON COUNTS MADE IN JUNE,  
7 A.M. to MIDNIGHT.

YEAR.	Inbound.	Outbound.	Total.	Per Cent of Increase.
1927 . . . . .	114,861	117,433	232,294	
1932 . . . . .	146,795	148,174	294,969	27.0
1938 . . . . .	159,306	155,419	314,725	6.7
1939 . . . . .	164,662	161,613	326,275	3.7
1941 . . . . .	172,255	172,477	344,732	5.7
1950 . . . . .	183,300	175,857	359,157	4.2

BREAKDOWN OF 1950.

Passenger Cars In and Out . . . . .	298,427
Trucks . . . . .	57,186
Teams . . . . .	102
Buses . . . . .	3,442
	359,157

Percentage increase . . . . .	1927 to 1950	54.6%
Percentage increase . . . . .	1932 to 1950	21.7%
Percentage increase . . . . .	1938 to 1950	14.1%
Percentage increase . . . . .	1939 to 1950	10.1%
Percentage increase . . . . .	1941 to 1950	4.2%

\* The inner cordon of Boston roughly bound on the south by Kneeland and Stuart streets; on the east by Fort Point Channel, Boston Harbor; north by Charles River, and west by Charles street is an area of one square mile. Into this area each day, according to our traffic counts, comes better than 150,000 passenger cars and 33,000 trucks.

FOR COMPARISONS.

		Per Cent of Increase.
Mass. D.P.W. Counts	1941-1950	13.4
Motor Vehicles Registrations	1941-1950	26.87
Motor Fuel Consumption	1941-1950	21.13

		Per Cent of Increase.
Connecticut	1941-1949	7.4
Massachusetts	1941-1949	6.4
Connecticut	1949-1950	10.0
Massachusetts	1949-1950	6.3

METROPOLITAN TRANSIT AUTHORITY  
PASSENGER COUNTS — FEBRUARY.

1950	25,554,210	January 1950	} Fare increase
1949	28,902,866	August 1949	
1948	32,600,154		
1947	31,507,007	Reduction 9%	
1946	34,364,027		

\$38,285,075.63 — 1950  
34% decline — 1946-1950



# HEAVY VEHICLES EXCLUDED FROM THE FOLLOWING STREETS IN 1950.

- Ward 2. Monument avenue, from Warren street to Monument street.
- Ward 5. West Cedar street, from Cambridge street to Chestnut street.
- Ward 6. Columbia road, from Old Colony avenue to Farragut road.
- Ward 7. Columbia road, from Old Colony avenue to Farragut road.
- Ward 20. Glenham street, from Veterans of Foreign Wars Parkway to La Grange street.  
Keith street, from Baker street to La Grange street.  
Lasell street, from Baker street to La Grange street.  
Vermont street, from Baker street to La Grange street.
- Ward 22. Hano street, from Braintree street to Penniman road.  
Faneuil street, from Market street to Bigelow street.

## STOP STREETS ESTABLISHED IN 1950.

		No. of Streets
Ward 3.	Commercial street, at Charter street. Cambridge street, at Lynde street.	2
Ward 4.	West Newton street, at Falmouth street. Brookline avenue, at Deaconess road. Longwood avenue, at Pilgrim road. Clarendon street, at Chandler street. Deaconess road, at Pilgrim road.	5
Ward 5.	Beacon street, southeast side, at Charlesgate East. Berkeley street, at Chandler street. Pinckney street, at West Cedar street. Clarendon street, at Chandler street. River street, at Chestnut street.	5
Ward 6.	P street, at East Broadway. D street, at West Seventh street.	2
Ward 8.	Harrison avenue, at Hunneman street. Norfolk avenue, at Magazine street.	2
Ward 9.	Washington street, at Zeigler street. Shawmut avenue, at Vernon street.	2
Ward 11.	Columbus avenue, at Dimock street. Call street, west side, at McBride street.	2

Ward 12.	Warren street, at Quincy street, at Townsend street.	2
	Seaver street, at Elm Hill avenue.	
Ward 13.	Quincy street, at Ceylon street.	1
Ward 14.	Quincy street, at Ceylon street.	2
	Harvard street, at Radcliffe street, and Millet street.	
Ward 16.	Train street, at King street.	1
Ward 17.	Harvard street, at Millet and Radcliffe streets.	1
Ward 19.	Arborway, north side, at Prince street.	3
	Walter street, at Bussey street.	
	Green street, at Elm street.	
Ward 20.	Centre street, at Lorette street, at St. Theresa avenue.	1
Ward 21.	Cambridge street, at Gordon street.	7
	Cambridge street, at Franklin street and Harvard avenue.	
	Washington street, at Monastery road.	
	Allston street, at Summit avenue.	
	Corey road, at Summit avenue.	
	Kelton street, at Brainerd and Corey roads.	
	Washington street, at Corey road.	
Ward 22.	Cambridge street, at Franklin street and Harvard avenue.	1
Total . . . . .		39

## PARKING PROHIBITIONS ESTABLISHED IN 1950.

## WARD 1 — 5 STREETS

Maverick square, southeast side, from a point 36 feet north-east of Summer street to Summer street, 24 hours.

Paris street, northwest side, from Meridian street to Porter street, 24 hours.

Boardman street, northeast side, from a point 200 feet southeast to Leyden street, 24 hours.

Saratoga street, northwest side, from Central square to Chelsea street, 24 hours.

Border street, east side, from a point 60 feet south of Falcon street to Falcon street, 7 A.M. to 6 P.M.

## WARD 2 — 6 STREETS

Access street, both sides, from Chelsea street to Water street, 24 hours.

Chelsea street, both sides, from City square to Bunker Hill street, 24 hours.

Adams street, north side, from Mt. Vernon street to Chestnut street, 24 hours.

Washington street, northeast side, from Rutherford avenue to Chapman street, 24 hours.



Foss street, southwest side, from Chelsea street to dead end, 24 hours.

Hudson street, both sides, from Chelsea street to dead end, 24 hours.

#### WARD 3 — 26 STREETS

Allston street, north side, from Bowdoin street to Somerset street, 24 hours.

Bulfinch place, south side, from Bulfinch street to Bowdoin street, 24 hours.

Causeway street, northwest side, from Beverly street to Nashua street, 7 A.M. to 6 P.M.

Summer street, northeast side, from Purchase street to Atlantic avenue, 7 A.M. to 6 P.M.

Court square, west side, easterly arm, from Court street to the rear of City Hall Annex, 8 A.M. to 6 P.M.

India square, east side, from India street to Broad street, 24 hours.

Common street, north side, from Wyman place to a point 30 feet west of Wyman place, 24 hours.

Washington street, east side, from Kneeland to State streets, 24 hours.

Allen street, south side, from Chambers street to Charles street, 24 hours.

Chardon court, all sides, from Chardon street to dead end, 24 hours.

Cotting street, northwest side, from Nashua street to Leverett street, 24 hours.

Utica street, both sides, from Kneeland street to the Boston & Albany Railroad property, 24 hours.

Willard street, northwest side, from Leverett street to Lowell street, 24 hours.

Winter street, northeast side, from Washington street to 35 feet northwest of Washington street, 24 hours.

Bowker street, southwest side, from a point 113 feet southeast of Chardon street 30 feet southeasterly, 24 hours.

Boylston street, both sides, from Washington street to Tremont street, 24 hours.

Randolph street, southwest side, from Harrison avenue to a point 370 feet southeast of Harrison avenue, 24 hours.

Doane street, both sides, from Kilby street to Broad street, 24 hours.

Washington street, southeast side, from Malden street to Dover street, 8 A.M. to 10 A.M.

Northwest side, from Pelham street to Dover street, 4 P.M. to 6 P.M.

Court street, south side, from Washington street to Tremont street, 24 hours.

North side, from Washington street to Cornhill, 7 A.M. to 6 P.M.

Essex street, both sides, from Harrison avenue to Atlantic avenue, 7 A.M. to 6 P.M.



Waltham street, southwest side, from Washington street to Union Park street, 24 hours.

Cambridge street, south side, from a point 80 feet west of Howard street to West Cedar street, 8 A.M. to 10 A.M.

Barton street, northwest side, from Lowell street to Milton street, 24 hours.

Blossom street, west side, from Cambridge street to Allen street, 24 hours.

Tremont street, east side, from Hollis street to Scollay square, 24 hours.

#### WARD 4 — 11 STREETS

Clarendon street, northeast side, from Beacon street to Boylston street, 24 hours.

Montgomery square, all sides of island, 24 hours.

Deaconess road, southwest side, from Brookline avenue to Pilgrim road, 24 hours.

West Newton street, northeast side, from Washington street to a point 240 feet northwest of Huntington avenue, 24 hours.

Greenleaf street, south side, from Huntington avenue to Forsyth street, 24 hours.

Longwood avenue, southeast side, from Binney street to a point 50 feet northwest of Brookline avenue, 24 hours.

Massachusetts avenue, southwest side, from Huntington avenue to St. Stephen street, 24 hours.

Columbus avenue, both sides, from Morgan street to Clarendon street, 24 hours.

Binney street, southeast side, from a point 90 feet northeast of the northeasterly line of Peabody street, extending to a point 40 feet northeasterly.

Truro street, both sides, from Harwich to Yarmouth streets, 24 hours.

Dartmouth street, southwest side, from opposite Buckingham street to Stuart street, 7 A.M. to 6 P.M.

#### WARD 5 — 19 STREETS

Beacon street, north side, from Bowdoin street to Joy street, 24 hours.

Stuart street, north side, from Broadway to Church street, 24 hours.

Broadway, both sides, from Eliot street to Stuart street, 24 hours.

Arlington street, southwest side, from Boylston street to Public Alley No. 438, 24 hours.

Carver street, both sides, from Washington street to Tremont street.

Berkeley street, southwest side, from Boylston street to Beacon street, 4 P.M. to 6 P.M.

Dartmouth street, both sides, from Boylston street to a point 75 feet northwest of Boylston street, 24 hours.

Berkeley street, north side, from Tremont street to a point 45 feet west of Tremont street, 24 hours.

Chestnut street, north side, from River street to Embankment road, 24 hours.

Arlington street, northeast side, from Columbus avenue to Providence street, 24 hours.

Northeast side, from Boylston street to Commonwealth avenue, 7 A.M. to 6 P.M.

Brimmer street, both sides, from Beacon street to Mt. Vernon street, 24 hours.

River street, both sides, from Beacon street to Mt. Vernon street, 24 hours.

Mt. Vernon street, both sides, from River street to Embankment road, 24 hours.

Providence street, south side, from a point 25 feet west of Church street to Arlington street, 24 hours.

Newbury street, both sides, from Exeter street to a point 100 feet west of Exeter street, 7 A.M. to 6 P.M.

Eliot street, south side, from Stuart street to Columbus avenue, 24 hours.

Eliot street, north side, from Stuart street to Columbus avenue, 24 hours.

Isabella street, south side, from Arlington street to a point 146 feet west of Arlington street, 7 A.M. to 6 P.M.

Lansdowne street, south side, from Brookline avenue to Ipswich street, 24 hours.

Clarendon street, northeast side, from Beacon street to Boylston street, 24 hours.

#### WARD 6 — 8 STREETS

Fargo street, southwest side, from D street to E street, 7 A.M. to 6 P.M.

Dorchester street, northwest side, from West Broadway to West Third street, 24 hours.

Southeast side, from East Broadway to East Third street, 24 hours.

K street, west side, from East First street to a point 125 feet north of East First street, 24 hours.

West Seventh street, northeast side, from B street to a point 270 feet southeast of B street, 24 hours.

A street, southeast side, from Richards street to opposite Baldwin street, 24 hours.

B street, northwest side, from West First street to West Second street, 24 hours.

Southeast side, from West Third street to Athens street, 7 A.M. to 6 P.M.

West Broadway, northeast side, from a point 340 feet northwest of A street to a point 90 feet northwest of A street, 7 A.M. to 6 P.M.

West Third street, southwest side, from B street to a point 105 feet southeast of B street, 7 A.M. to 6 P.M.



## WARD 7 — 7 STREETS

Humphreys place, southwest side, from a point 115 feet northwest of Humphreys street, 24 hours.

Humphreys street, southeast side, from Dudley street to opposite Humphreys place, 24 hours.

National street, east side, from East Fourth street to Thomas park, 24 hours.

Old Harbor street, east side, from Thomas park to Dorchester street, 24 hours.

Ramsey street, west side, from Hamlet street to a point 190 feet south of Hamlet street, 24 hours.

Columbia road, southeast side, from the extension of the northerly street line of Elder street to a point 47 feet northerly, 24 hours.

East Cottage street, south side, from Dudley street to Columbia road, 7 A.M. to 6 P.M.

## WARD 8 — 16 STREETS

Dudley street, south side, from Harrison avenue to a point 80 feet west of Pevear place, 24 hours.

South side, from a point 25 feet east of Pevear place to Mt. Pleasant avenue, 24 hours.

Massachusetts avenue, northeast side, from Roxbury Canal to Albany street, 24 hours.

Palmer street, south side, from Washington street to Harrison avenue, 7 A.M. to 6 P.M.

West Cottage street, south side, from Blue Hill avenue to Dudley street, 7 A.M. to 6 P.M.

Albany street, northwest side, from Northampton street to Hunneman street, 24 hours.

Harrison avenue, southeast side, from Eustis street to Zeigler street, 24 hours.

Flagg street, both sides, from Reed street to Washington street, 24 hours.

Harrison avenue, both sides, from East Brookline street to East Newton street, 7 A.M. to 6 P.M.

Eustis street, northeast side, from Dearborn street to Hampden street, 7 A.M. to 6 P.M.

Mt. Pleasant avenue, west side, from 253 Dudley street to opposite Forest street, 24 hours.

Albany street, southeast side, from Hampden street to Yeoman street, 24 hours.

Albion street, north side, from Dudley street to Clifton street, 24 hours.

Burrell street, south side, from Dudley street to Clifton street, 24 hours.

Yeoman street, southwest side, from Albany street to Hampden street, 24 hours.

Mt. Pleasant avenue, northeast and north sides, from Vine street southeasterly and easterly to Forest street, 24 hours.

East Cottage street, south side, from Dudley street to Columbia road, 7 A.M. to 6 P.M.



## WARD 9 — 4 STREETS

Dudley street, south side, from Harrison avenue to a point 80 feet west of Pevear place, 24 hours.

South side, from a point 25 feet east of Pevear place to Mt. Pleasant avenue, 24 hours.

Williams street, north side, from a point 115 feet west of Washington street to a point 175 feet west of Washington street, 24 hours.

Washington street, east side, from Dudley street to Zeigler street, 4 P.M. to 6 P.M.

Northampton street, northeast side, from Columbus avenue to 150 feet southeasterly, 24 hours.

## WARD 10 — 9 STREETS

Tremont street, south side, from opposite Wigglesworth street to Calumet street, 4 P.M. to 6 P.M.

North side, from Wigglesworth street to Huntington avenue, 4 P.M. to 6 P.M.

Parker street, west side, from Ward street to Fisher avenue, 24 hours.

Heath street, north side, from Wensley street to opposite Day street, 7 A.M. to 6 P.M.

Huntington avenue, southeast side, from a point 80 feet northeast of Tremont street to Tremont street, 24 hours.

Parker street, east side, from Ruggles street to Ward street, 24 hours.

Riverway, east side, from Longwood avenue to Brookline avenue (opposite Fenwood road), 24 hours.

Smith street, both sides, from Parker street to St. Alphonsus street, 7 A.M. to 6 P.M.

Terrace street, both sides, from New Heath street to a point 300 feet north of New Heath street, 24 hours.

Ward street, south side, from Huntington avenue to Parker street, 24 hours.

## WARD 11 — 3 STREETS

Amory street, west side, from Green street to Boylston street, 24 hours.

West side, from Marbury terrace to Centre street, 7 A.M. to 6 P.M.

Forest Hills street, west side, from Woodside avenue to Glen road, 24 hours.

Both sides, from Glen road to a point 100 feet south of Glen road, 24 hours.

Glen road, south side, from Washington street to Glade avenue, 24 hours.

## WARD 12 — 7 STREETS

Dunreath street, north side, from Warren street to Aspen street, 24 hours.

Dudley street, south side, from Dana street to Harrison avenue, 7 A.M. to 6 P.M.

Peabody Circle (Franklin Park), south side, Columbia Entrance road to Glen Lane, 24 hours.

Walnut avenue, northwest side, from Stanton place to Mt. Warren, 24 hours.

Georgia street, southwest side, from Segel street to a point 40 feet southeast of Segel street, 24 hours.

Cliff street, southwest side, from Washington street to a point 115 feet southeast of Washington street, 7 A.M. to 6 P.M.

Waverly street, southwest side, from Warren street to opposite Perrin street, 24 hours.

#### WARD 13 — 3 STREETS

Savin Hill avenue, southwest side, from the bridge of the New York, New Haven & Hartford Railroad to Playstead road, 24 hours.

Ceylon street, southeast side, from Bird street to Columbia road, 7 A.M. to 6 P.M.

Alexander street, west side, from Dudley street to Lebanon street, 24 hours.

#### WARD 14 — 8 STREETS

Seaver street, northeast side, from Blue Hill avenue to Columbia road, 24 hours.

Blue Hill avenue, east side, from Glenway street to McLellan street, 24 hours.

Creston street, south side, from Blue Hill avenue to Normandy street, 24 hours.

Woodrow avenue, north side, from Ashton street to a point 150 feet east of Ashton street, 24 hours.

Intervale street, south side, from a point 200 feet west of Blue Hill avenue to Blue Hill avenue, 7 A.M. to 6 P.M.

South side, from Blue Hill avenue to Normandy street, 24 hours.

Geneva avenue, south side, from Blue Hill avenue to opposite Normandy street, 7 A.M. to 6 P.M.

Ceylon street, southeast side, from Bird street to Columbia road, 7 A.M. to 6 P.M.

West Cottage street, south side, from Blue Hill avenue to Dudley street, 7 A.M. to 6 P.M.

#### WARD 15 — 1 STREET

Bowdoin street, west side, from Hancock street to a point 100 feet south of Hancock street, 24 hours.

#### WARD 16 — 4 STREETS

Dorchester avenue, west side, from Park street to Gibson street, 24 hours.

Gallivan Boulevard, south side, from Patterson street to Dorchester avenue, 24 hours.



Washington street, southwest side, from Miller's Lane to Adams street, 24 hours.

Ashmont street, south side, from a point 60 feet east of Adams street to Adams street, 4 P.M. to 6 P.M.

#### WARD 17 — 3 STREETS

River street, south side, from Central avenue to Washington street, 24 hours.

Lyndhurst street, south side, from Washington street to a point 100 feet east of Washington street, 24 hours.

West Tremlett street, south side, from Washington street to Whitfield street, 24 hours.

#### WARD 18 — 2 STREETS

Fairway street, north side, from Blue Hill avenue to Cummins Highway, 24 hours.

Hyde Park avenue, east side, from Everett street to a point 40 feet south of Everett street, 24 hours.

#### WARD 19 — 5 STREETS

Blakemore street, south side, from Hyde Park avenue to the bridge over the New York, New Haven & Hartford Railroad, 24 hours.

Thomas street, southwest side, from Centre street to Brewer street, 24 hours.

Lamartine street, east side, from Lamartine square to Green street, 24 hours.

West side, from Boylston street to Green street, 24 hours.

Asticou road, both sides, from St. Ann street to Washington street, 24 hours.

Perkins street, north side, from Jamaicaway to opposite Pond View avenue, 24 hours.

#### WARD 20 — 3 STREETS

Park street, northeast side, from Centre street to Corey street, 24 hours.

Independence Drive, east side, from Veterans of Foreign Wars Parkway to the driveway of the Hancock Village shopping center, 24 hours.

St. Theresa avenue, northeast side, from Centre street to Homewood road, 24 hours.

#### WARD 21 — 7 STREETS

Chestnut Hill Driveway, both sides, from Commonwealth avenue to a point 125 feet south of Commonwealth avenue, 24 hours.

Cummington street, north side, from the westerly arm of Cummington street to Blanford street, 24 hours.

Linden street, west side, from Commonwealth avenue to Cambridge street, 24 hours.



Commonwealth avenue, north roadway, north side, from University road to Essex street, 24 hours.

Selkirk road, both sides, from Kilsyth road to Chiswick road, 24 hours.

Chester street, west side, from Commonwealth avenue to Brighton avenue, 24 hours.

Barrows street, east side, from Cambridge street to a point 60 feet south of Cambridge street, 24 hours.

#### WARD 22 — 8 STREETS

Etna street, west side, from North Beacon street to a point 75 feet south of North Beacon street, 24 hours.

Brooks street, west side, from Newton street to opposite Oliva road, 24 hours.

All sides, all roadways, from Oliva road to Nonantum road, 24 hours.

Lake street, east side, from Commonwealth avenue to Washington street, 24 hours.

Rogers Park avenue, north side, from Lake to Foster streets, 24 hours.

Lincoln street, both sides, from a point 250 feet west of Franklin street to a point 50 feet west of Franklin street, 24 hours.

Warren street, southwest side, from Commonwealth avenue to opposite Colon street, 24 hours.

Franklin street, east side, from Cambridge street to opposite Braintree street, 24 hours.

Cambridge street, northwest side, from Soldiers Field road to 600 feet southwesterly, 8 A.M. to 10 A.M. and 4 P.M. to 6 P.M.

#### SUMMARY.

Ward 1 . . . . . 5	Ward 12 . . . . . 7
Ward 2 . . . . . 6	Ward 13 . . . . . 3
Ward 3 . . . . . 26	Ward 14 . . . . . 8
Ward 4 . . . . . 11	Ward 15 . . . . . 1
Ward 5 . . . . . 19	Ward 16 . . . . . 4
Ward 6 . . . . . 8	Ward 17 . . . . . 3
Ward 7 . . . . . 7	Ward 18 . . . . . 2
Ward 8 . . . . . 16	Ward 19 . . . . . 5
Ward 9 . . . . . 4	Ward 20 . . . . . 3
Ward 10 . . . . . 9	Ward 21 . . . . . 7
Ward 11 . . . . . 3	Ward 22 . . . . . 8

## ONE-WAY STREETS ESTABLISHED IN 1950.

In expressing the utmost concern for public safety and public convenience, this department continues its policy of creating one-way streets. Not, however, without first making many careful studies and not without much research.

Great favor has been indicated on the part of the motorist for these new one-way streets, particularly where bottleneck situations have developed because of the construction and use of major facilities.

Following is a list of the 112 new one-way streets created in the City of Boston during the year 1950 by the Boston Traffic Commission:

Arlington street, Boston Proper.

From Beacon street to Arlington square.

Beacon street, Boston Proper.

From Charles street to Deerfield street.

Boylston street, Boston Proper.

From Arlington street to Charles street.

Brimmer street, Boston Proper.

From Mt. Vernon street to Beacon street.

Charles street, Boston Proper.

From Boylston street to Cambridge street.

Church street, Boston Proper.

From Boylston street to Providence street.

From Stuart street to Columbus avenue.

From Stuart street to Tremont street.

Clarendon street, Boston Proper.

From Columbus avenue to Tremont street.

Dover street, Boston Proper.

From Albany street to Tremont street.

Greenough avenue, West Roxbury.

From Centre street to Elm street.

Mt. Vernon street, Boston Proper.

From Embankment road to River street.

Providence street, Boston Proper.

From Columbus avenue to Arlington street.

From Berkeley street to Arlington street.

From Berkeley street to Clarendon street.

River street, Boston Proper.

From Mt. Vernon street to Beacon street.

Union Park street, Boston Proper.

From Waltham street to Albany street.

Waltham street, Boston Proper.

From Tremont street to Union Park street.

Wayne street, Roxbury.

From Maple street to Blue Hill avenue.

Abbot street, Dorchester.

From Harvard street to Blue Hill avenue.

Billerica street, Boston Proper.

From Causeway street to Minot street.

Blackwell street, Dorchester.

From Bowman street to Neponset avenue.

Bowdoin street, Boston Proper.

From Cambridge street to Ashburton place.

Bowman street, Dorchester.

From Chickatawbut street to Blackwell street.

Driscoll Drive, Dorchester.

From Nevada street to Washington street.

Fenway, Roxbury.

The easterly arm, between Nos. 84 and 60 Fenway in a northerly direction.

Firth road, West Roxbury.

From Florence street to Washington street.

Florence street, West Roxbury.

From Bexley road to Cummins Highway.

Jamaica street, West Roxbury.

From South street, westerly, easterly, and northerly to Jamaica street.

Mt. Vernon street, Boston Proper.

From Bowdoin street to Walnut street.

Narragansett street, Dorchester.

From Minot street to Chickatawbut street.

Pleasant street, Charlestown.

From High street to Main street.

Prince street, West Roxbury.

From Perkins street to Arborway.

Rhodes street, Dorchester.

From Blue Hill avenue to Morton street.

St. Joseph street, West Roxbury.

From Arborway to South street.

Saranac street, Dorchester.

From Minot street to Adams street.

Seaver street, Dorchester.

From Columbia road to Erie street.

Vesta road, Dorchester.

From Blue Hill avenue to Harvard street.

Walden street, Roxbury.

From Centre street to Heath street.

Wall street, Boston Proper.

From Causeway street to Minot street.

Woodman street, West Roxbury.

From Jamaica street to St. Joseph street.

Bloomington street, Dorchester.

From Tolman street to Old Colony Parkway.

East Brookline street, Boston Proper.

From Washington street to Albany street.

Fleet street, Boston Proper.

From Hanover street to Commercial street.



Harris avenue, West Roxbury.

From Alveston street to Centre street.

Public Alley No. 414, Boston Proper.

From Hereford street to Massachusetts avenue.

Public Alley No. 415, Boston Proper.

From Gloucester street to Hereford street.

Public Alley No. 416, Boston Proper.

From Fairfield street to Gloucester street.

Public Alley No. 417, Boston Proper.

From Exeter street to Fairfield street.

Public Alley No. 418, Boston Proper.

From Dartmouth street to Exeter street.

Public Alley No. 419, Boston Proper.

From Clarendon street to Dartmouth street.

Public Alley No. 420, Boston Proper.

From Berkeley street to Clarendon street.

Public Alley No. 421, Boston Proper.

From Arlington street to Berkeley street.

Public Alley No. 422, Boston Proper.

From Arlington street to Berkeley street.

Public Alley No. 423, Boston Proper.

From Berkeley street to Clarendon street.

Public Alley No. 424, Boston Proper.

From Clarendon street to Dartmouth street.

Public Alley No. 425, Boston Proper.

From Dartmouth street to Exeter street.

Public Alley No. 426, Boston Proper.

From Exeter street to Fairfield street.

Public Alley No. 427, Boston Proper.

From Fairfield street to Gloucester street.

Public Alley No. 428, Boston Proper.

From Gloucester street to Hereford street.

Public Alley No. 431, Boston Proper.

From Gloucester street to Hereford street.

Public Alley No. 432, Boston Proper.

From Fairfield street to Gloucester street.

Public Alley No. 433, Boston Proper.

From Exeter street to Fairfield street.

Public Alley No. 434, Boston Proper.

From Dartmouth street to Exeter street.

Public Alley No. 435, Boston Proper.

From Clarendon street to Dartmouth street.

Public Alley No. 436, Boston Proper.

From Berkeley street to Clarendon street.

Public Alley No. 429, Boston Proper.

From Hereford street to Massachusetts avenue.

Public Alley No. 905, Roxbury.

From Massachusetts avenue to Marlborough street.

Public Alley No. 908, Roxbury.

From Massachusetts avenue to Marlborough street.

Taber street, Roxbury.

From Warren street to Harrison avenue.

Thomas street, West Roxbury.

From Centre street to Brewer street.

Waldo terrace, Brighton.

From Washington street to Henshaw street.

Access street, Charlestown.

From Henley street to Chelsea street.

Adams street, Charlestown.

From Mt. Vernon street to Common street.

Adams street, Roxbury.

From Yeoman street to Hampden street.

From Yeoman street to Eustis street.

Adams street extension, Charlestown.

From Bunker Hill street to Mt. Vernon street.

Beech street, West Roxbury.

From West Roxbury Parkway to Washington street.

Bremen street, East Boston.

From Bennington street to Maverick street.

Call street, Charlestown.

From Park street to Chelsea street.

Chelsea street, Charlestown.

From City square to Bunker Hill street.

East Concord street, Boston Proper.

From Washington street to Albany street.

East Newton street, Boston Proper.

From Albany street to Washington street.

Henley street, Charlestown.

From Chelsea street to Access street.

Jersey street, Boston Proper.

From Boylston street to Brookline avenue.

Joiner street, Charlestown.

From Water street to Park street.

North street, Boston Proper.

From Commercial street to North square.

Paris street, East Boston.

From Meridian street to Porter street.

Park street, Charlestown.

From Common street to Warren street.

Wapping street, Charlestown.

From Water street to Access street.

From Chelsea street to Access street.

Water street, Charlestown.

From Access street to Warren avenue.

West Concord street, Boston Proper.

From Tremont street to Washington street.

West Newton street, Boston Proper.

From Washington street to Tremont street.

Albion street, Boston Proper.

From Castle street to Dover street.

Autumn street, Roxbury.

From Deaconess road to Longwood avenue.

Compton street, Boston Proper.

From Tremont street to Washington street.

Emerald street, Boston Proper.

From Castle street to Dover street.

Exeter street, Boston Proper.

From Huntington avenue to Beacon street.

Faneuil street, Brighton.

From Bigelow street to Champney street.

Hereford street, Boston Proper and Roxbury.

From Boylston street to Beacon street.

Lowell street, Boston Proper.

From Nashua street to Causeway street.

Middlesex street, Boston Proper.

From Dover street to Castle street.

Newbury street, Boston Proper and Roxbury.

From Arlington street to Massachusetts avenue  
Otisfield street, Roxbury.

From Gaston street to Blue Hill avenue.

Thane street, Dorchester.

From Park street to Harvard street.

Village street, Boston Proper.

From Dover street to Castle street.

Whitfield street, Dorchester.

From Talbot avenue to Park street.

Wilder street, Dorchester.

From Washington street to Geneva avenue.

Bay State road, Boston Proper.

From Beacon street to Granby street.

Charlesbank road, Boston Proper.

From Charles street to Embankment road.

Granby street, Boston Proper.

From Bay State road to Commonwealth avenue.

Hanover street, Boston Proper.

From Scollay square to Cross street.

Marlborough street, Boston Proper.

From Charlesgate East to Arlington street.

Nahant avenue, Dorchester.

From Adams street to Newhall street.

Sudbury street, Boston Proper.

From Haymarket square to Cambridge street.

Walnut park, Roxbury.

From Washington street to Walnut avenue.

West Cedar street, Boston Proper.

From Cambridge street to Chestnut street.



## E. PROPERTY LOSS.

Bills for damages to traffic signs, signals, markers, and devices were submitted to the City Collector in an amount of \$6,165.17.

## F. ACCIDENT PREVENTION.

The building of safety into the minds and habits of drivers and pedestrians was extended by the Safety Education Division during the year 1950.

This was principally accomplished through the medium of safety talks illustrated by 16 mm. sound motion pictures. More than 50 of these talks were given, reaching audiences totaling more than 5,000 members of various types of organizations. At these gatherings 1,000 pieces of safety literature posters and traffic rules and regulations were distributed.

Another development in the official program called for the conducting of a traffic safety panel discussion at the annual Massachusetts Safety Council Convention; a traffic safety session with the City of Boston school teachers; attendance at the annual National Safety Council Convention held in Chicago; and the display of signs, signals, markers, and devices, together with presentation of pertinent accident statistics at a meeting of the Massachusetts Auto Dealers Association.

The program also included several meetings with the Registrar of Motor Vehicles and his staff for the purpose of eliminating accidents in the City of Boston, which recently, reflecting national rises, have shown a trend of increase.

Other public information media such as press and radio were also used on several occasions to make the public more safety conscious.

Ours is a long-range program based on the following:

- More accident records, with the analysis of same reaching out for immediate and ultimate goals.

- Proper provision for increased personnel and equipment.

- Driver education in high schools and for adults.

- Adequate budget appropriations.

1950 FATALITIES, BY LOCATIONS.

LOCATION	District	Time	Day	Date	Type	Sex	Age	Class
Pleasant street and Victoria street.....	Dorchester	4.10 P.M.	Thursday	1- 5-50	Truck v. pedestrian	M	90	Pedestrian
Columbia road, near Scaver street.....	Dorchester	8.45 P.M.	Wednesday	1-12-50	Motor vehicle v. pedestrian	M	75	Pedestrian
140 Clarendon street.....	Boston Proper	6.00 A.M.	Saturday	1-21-50	Motor vehicle v. pedestrian	M	62	Pedestrian
Bowdoin street and Homes avenue.....	Dorchester	11.10 A.M.	Thursday	1-26-50	Truck v. pedestrian	F	3 <sup>1</sup> / <sub>2</sub>	Pedestrian
Washington street, near Ashmont street.....	Dorchester	6.35 A.M.	Saturday	1-28-50	Motor vehicle v. pedestrian	M	57	Pedestrian
797 Hyde Park avenue.....	Hyde Park	1.00 A.M.	Saturday	1-28-50	Motor vehicle v. street car	F	42	Occupant
Border street and Lexington avenue.....	E. Boston	4.25 P.M.	Tuesday	1-31-50	Truck v. coasting	F	5 & 5	Coasting
Bird street and Columbia road.....	Dorchester	6.45 P.M.	Monday	2- 6-50	Motor vehicle v. pedestrian	M	74	Pedestrian
Dover street and Tremont street.....	Boston Proper	11.25 P.M.	Thursday	2-16-50	Motor vehicle v. pedestrian	M	58	Pedestrian
Clover street and Gallivan Boulevard.....	Dorchester	4.00 P.M.	Wednesday	2-25-50	Truck v. ride stealer	M	14	Ride stealer
D street and Old Colony avenue.....	So. Boston	1.30 A.M.	Saturday	2-25-50	Motor vehicle v. pedestrian	M	55	Pedestrian
Arborway and Jamaica place.....	W. Roxbury	4.10 P.M.	Monday	2-27-50	Truck v. coasting	M	10	Pedestrian
Tremont street, opposite No. 1617.....	Roxbury	6.40 P.M.	Thursday	3- 9-50	Motor vehicle v. pedestrian	M	56	Pedestrian, hit and run
Boylston street, opposite No. 717.....	Boston Proper	4.45 A.M.	Saturday	3-25-50	Motor vehicle v. truck	M	40	Operator
Arborway and Custer street.....	W. Roxbury	7.15 P.M.	Monday	4- 3-50	Motor vehicle v. pedestrian	M	60	Pedestrian, liquor
Washington street, No. 1835.....	Roxbury	10.15 P.M.	Wednesday	4- 5-50	Motor vehicle v. pedestrian	M	65	Pedestrian, hit and run
Erie street, No. 68.....	Dorchester	11.10 A.M.	Saturday	4- 8-50	Truck v. pedestrian	F	85	Pedestrian
Chelsea street, No. 92.....	E. Boston	9.05 P.M.	Monday	4-10-50	Motor vehicle v. pedestrian	M	65	Pedestrian
Veterans of Foreign Wars Parkway, near La Grange street.	W. Roxbury	2.00 P.M.	Saturday	4-29-50	Motor vehicle v. fixed object	M	18	Operator
Main street, front No. 44.....	Charlestown	1.10 A.M.	Friday	5- 5-50	Motor vehicle v. fixed object	M	34	Occupant
Jamaicaway, near Lochstead avenue.....	W. Roxbury	6.00 A.M.	Saturday	5- 6-50	Motor vehicle v. fixed object	M	35	Operator
Washington street, opposite No. 2632.....	Roxbury	1.10 A.M.	Friday	5-12-50	Motorcycle v. motor vehicle	M	25	Operator
North Harvard street and Western avenue.....	Brighton	9.30 A.M.	Monday	5-15-50	Motorcycle v. pedestrian	M	65	Pedestrian
Preble street and Rogers street.....	So. Boston	9.10 P.M.	Friday	5-19-50	Motor vehicle v. pedestrian	M	55	Pedestrian, liquor
O street, front No. 46.....	So. Boston	8.55 P.M.	Monday	5-29-50	Motor vehicle v. pedestrian	F	75	Pedestrian
Washburn street, opposite No. 42.....	So. Boston	2.45 P.M.	Thursday	6-15-50	Motor vehicle v. pedestrian	F	4	Pedestrian
Bromley street, front No. 6.....	Roxbury	4.00 P.M.	Tuesday	6-20-50	Truck v. pedestrian	F	3	Pedestrian
Washington street, front No. 2528.....	Roxbury	5.20 P.M.	Thursday	6-22-50	Motor vehicle v. pedestrian	F	3	Pedestrian, hit and run
Clarendon street and Stuart street.....	Boston Proper	12.30 P.M.	Wednesday	7-19-50	Motor vehicle v. pedestrian	M	85	Pedestrian
Princeton street, opposite No. 226.....	E. Boston	4.45 P.M.	Wednesday	7-26-50	Motor vehicle v. pedestrian	M	9	Pedestrian
Massachusetts avenue, near Tremont street.....	Roxbury	9.00 P.M.	Thursday	7-27-50	Motor vehicle v. motor vehicle	M	58	Occupant
Hemenway street and Westland avenue.....	Boston Proper	1.20 P.M.	Thursday	7-27-50	Motor vehicle v. pedestrian	M	81	Pedestrian
Brookline avenue and Riverway.....	Roxbury	8.35 A.M.	Friday	7-28-50	Motor vehicle v. pedestrian	F	75	Pedestrian
Columbus avenue and West Newton street.....	Roxbury	6.40 P.M.	Saturday	7-29-50	Truck v. pedestrian	F	56	Pedestrian
Birmingham Parkway and Western avenue.....	Brighton	1.15 A.M.	Saturday	8- 5-50	Taxi v. fixed object	M	25	Operator, stolen cab



Washington street, front No. 2698.	Roxbury	9.10 A.M.	Tuesday	8-8-50	Motor vehicle v. fixed object	M	49	Operator
Douglas street and Strandway.	So. Boston	8.50 P.M.	Thursday	8-17-50	Motor vehicle v. pedestrian	M	72	Pedestrian
Heath street, near Lawn street.	Roxbury	3.40 P.M.	Monday	8-21-50	Truck v. pedestrian	M	4	Pedestrian
Hunnehan street, front No. 95.	Roxbury	6.40 P.M.	Friday	9-1-50	Motor vehicle v. pedestrian	M	11	Pedestrian
Blue Hill avenue and Intervale street.	Roxbury	8.50 P.M.	Sunday	9-3-50	Motor vehicle v. pedestrian	M	65	Pedestrian
Atlantic avenue, opposite No. 255.	Boston Proper	7.45 P.M.	Friday	9-8-50	Truck v. pedestrian	M	69	Pedestrian, hit and run
Huntington avenue and Longwood avenue.	Roxbury	8.15 P.M.	Monday	9-11-50	Motor vehicle v. pedestrian	M	45	Pedestrian
William Kelly square, opposite No. 35.	E. Boston	12.10 A.M.	Tuesday	9-12-50	Motor vehicle v. pedestrian	M	71	Pedestrian
Summer street, front No. 500.	So. Boston	8.40 P.M.	Friday	9-15-50	Motor vehicle v. pedestrian	M	67	Pedestrian
Scollay square, front No. 58.	Boston Proper	12.15 P.M.	Saturday	9-16-50	Truck v. pedestrian	M	62	Pedestrian
Field street, front No. 19.	Roxbury	12.05 P.M.	Monday	9-18-50	Truck v. pedestrian	F	4	Pedestrian
Hyde Park avenue, opposite No. 429.	Hyde Park	10.20 P.M.	Thursday	9-28-50	Motor vehicle v. pedestrian	F	28	Pedestrian
Truman Highway, opposite No. 35.	Hyde Park	12.15 A.M.	Saturday	10-7-50	Motor vehicle v. pedestrian	M	71	Pedestrian
Boylston street, opposite No. 691.	Boston Proper	9.35 P.M.	Saturday	10-7-50	Motor vehicle v. pedestrian	F	60	Pedestrian
Blue Hill avenue, front No. 1077.	Dorchester	3.40 A.M.	Sunday	10-8-50	Motor vehicle v. pedestrian	M	82	Pedestrian
Causeway street and Warren avenue.	Boston Proper	11.30 P.M.	Sunday	10-15-50	Motor vehicle v. motor vehicle	F	55	Occupant
Greenley place.	W. Roxbury	10.00 A.M.	Tuesday	10-17-50	Truck v. pedestrian	M	2½	Pedestrian
Brookline avenue and Deaconess road.	Roxbury	7.10 P.M.	Tuesday	10-17-50	Motor vehicle v. pedestrian	F	65	Pedestrian
Dorchester avenue, near Kemp street.	So. Boston	12.20 P.M.	Saturday	10-21-50	Truck v. ride stealer	M	12	Ride stealer
Columbia road, front No. 644.	Roxbury	5.30 P.M.	Monday	10-23-50	Motor vehicle v. pedestrian	M	82	Pedestrian
Cambridge street, opposite No. 157.	Brighton	10.35 P.M.	Monday	10-30-50	Motor vehicle v. truck	M	33	Operator
Dudley street, near Humphreys street.	Roxbury	5.35 P.M.	Monday	10-30-50	Motor vehicle v. pedestrian	F	24	Pedestrian
Chaucer street and McClellan Highway.	E. Boston	11.30 A.M.	Wednesday	11-1-50	Motor vehicle v. pedestrian	M	3	Pedestrian
Colonial avenue and Talbot avenue.	Dorchester	6.15 P.M.	Wednesday	11-8-50	Motor vehicle v. pedestrian	M	82	Pedestrian
Main street, opposite No. 544.	Charlestown	8.05 A.M.	Monday	11-13-50	Truck v. pedestrian	M	48	Pedestrian
Washington street, opposite No. 2595.	Roxbury	6.10 P.M.	Thursday	11-16-50	Motor vehicle v. pedestrian	M	65	Pedestrian
Southampton street, opposite No. 309.	So. Boston	3.30 P.M.	Saturday	11-18-50	Taxi v. street car	M	45 & 55	Occupants
Blue Hill avenue and Devon street.	Dorchester	5.50 A.M.	Tuesday	11-21-50	Motor vehicle v. pedestrian	M	76	Pedestrian
Commonwealth avenue, opposite No. 1289.	Brighton	5.10 P.M.	Wednesday	11-22-50	Motor vehicle v. pedestrian	F	70	Pedestrian
Centre street, front Faulkner Hospital.	W. Roxbury	11.40 P.M.	Friday	11-24-50	Motor vehicle v. pedestrian	M	74	Pedestrian
Veterans of Foreign Wars Parkway, near La Grange street.	W. Roxbury	6.05 P.M.	Friday	12-1-50	Motor vehicle v. motor vehicle	F	60	Occupant
Blue Hill avenue and Brunswick street.	Dorchester	5.20 P.M.	Wednesday	12-6-50	Motor vehicle v. pedestrian	M	69	Pedestrian
Bennington and Saratoga streets.	E. Boston	11.35 P.M.	Wednesday	12-6-50	Motor vehicle v. motor vehicle	F	27	Occupant
Blue Hill avenue and Fayston street.	Roxbury	6.00 A.M.	Monday	12-1-50	Motor vehicle v. pedestrian	M	76	Pedestrian
North Harvard street, opposite No. 329.	Brighton	11.00 P.M.	Friday	12-15-50	Motor vehicle v. pedestrian	F	64	Pedestrian
Rutland street and Shawmut avenue.	Boston Proper	6.30 P.M.	Friday	12-22-50	Motor vehicle v. pedestrian	M	65	Pedestrian
Southampton street, No. 309.	So. Boston	1.10 A.M.	Saturday	12-23-50	Motor vehicle v. fixed object	M	22	Occupant, liquor
Washington street, No. 4368.	W. Roxbury	2.50 A.M.	Sunday	12-24-50	Motor vehicle v. motor vehicle	M	26	Occupant, liquor
Braddock park, opposite No. 10.	Boston Proper	7.00 P.M.	Sunday	12-24-50	Motor vehicle v. fixed object	M	48	Occupant, liquor



1950 FATALITIES — CITY OF BOSTON. COMPILED BY  
BOSTON TRAFFIC COMMISSION.

Persons killed . . . . .	77
Pedestrians killed . . . . .	58
Operators killed . . . . .	7
Occupants killed . . . . .	11
Motorcyclist . . . . .	1
Males killed . . . . .	57
Females killed . . . . .	20
Male pedestrians killed . . . . .	42
Female pedestrians killed . . . . .	16
Male pedestrians killed during daylight hours . . . . .	13
Female pedestrians killed during daylight hours . . . . .	8
Male pedestrians killed during darkness . . . . .	29
Female pedestrians killed during darkness . . . . .	8
Total pedestrians killed during daylight hours . . . . .	21
Total pedestrians killed during darkness . . . . .	37
Pedestrians killed by hit and run drivers . . . . .	4
Age of male pedestrians killed — 2½ to 4 . . . . .	3
9 to 14 . . . . .	5
28 . . . . .	1
45 to 48 . . . . .	2
55 to 58 . . . . .	5
60 to 69 . . . . .	12
71 to 76 . . . . .	8
81 to 90 . . . . .	6
Age of female pedestrians killed — 3 to 5 . . . . .	7
24 . . . . .	1
56 . . . . .	1
60 to 65 . . . . .	3
70 to 75 . . . . .	3
85 . . . . .	1

PEDESTRIANS KILLED — 1950  
Summary By Age Groups and By Daylight and Darkness.

MALE				FEMALE			TOTAL		
Age Group	Day-light	Dark-ness	Total	Day-light	Dark-ness	Total	Day-light	Dark-ness	Total
0- 5.....	3	0	3	5	2	7	8	2	10
5-10.....	1	0	1	0	0	0	1	0	1
10-15.....	4	0	4	0	0	0	4	0	4
20-25.....	0	0	0	0	1	1	0	1	1
25-30.....	0	1	1	0	0	0	0	1	1
45-50.....	1	1	2	0	0	0	1	1	2
55-60.....	0	6	6	1	0	1	1	6	7
60-65.....	1	2	3	0	2	2	1	4	5
65-70.....	1	7	8	0	1	1	1	8	9
70-75.....	0	6	6	0	1	1	0	7	7
75-80.....	0	2	2	1	1	2	1	3	4
80-85.....	2	3	5	1	0	1	3	3	6
85-90.....	0	1	1	0	0	0	0	1	1
Totals.....	13	29	42	8	8	16	21	37	58

AGES OF PEDESTRIANS KILLED — 1950.

Male														
Age					No.	Age					No.			
*	2½	.	.	.	1	60	.	.	.	.	1			
*	3	.	.	.	1	62	.	.	.	.	2			
*	4	.	.	.	1	* 65	.	.	.	.	6			
*	9	.	.	.	1	* 67	.	.	.	.	1			
*	10	.	.	.	1	* 69	.	.	.	.	2			
*	11	.	.	.	1	* 71	.	.	.	.	2			
*	12	.	.	.	1	* 72	.	.	.	.	1			
*	14	.	.	.	1	* 74	.	.	.	.	2			
	28	.	.	.	1	* 75	.	.	.	.	1			
	45	.	.	.	1	* 76	.	.	.	.	2			
	48	.	.	.	1	* 81	.	.	.	.	1			
	55	.	.	.	2	* 82	.	.	.	.	3			
	56	.	.	.	1	* 85	.	.	.	.	1			
	57	.	.	.	1	* 90	.	.	.	.	1			
	58	.	.	.	1						—			
Total											.	.	.	42
Female														
*	3	.	.	.	2	60	.	.	.	.	1			
*	3½	.	.	.	1	64	.	.	.	.	1			
*	4	.	.	.	2	* 65	.	.	.	.	1			
*	5	.	.	.	2	* 70	.	.	.	.	1			
	24	.	.	.	1	* 75	.	.	.	.	2			
	56	.	.	.	1	* 85	.	.	.	.	1			
Total											.	.	.	16

\* 16 2/3 per cent of the male fatalities were 14 years of age or under; 25 per cent of the female fatalities were 5 years of age or under; over 50 per cent of the male fatalities were 65 years of age or over; almost one third of the female fatalities were 65 years of age or over.



## 1950 FATALITIES INVOLVING MOTOR VEHICLES.

## TIME OF DAY PEDESTRIANS WERE KILLED.

12.00 MID.	to	1.00 A.M.	.	.	.	.	2
1.00 A.M.	to	2.00 A.M.	.	.	.	.	1
3.00 A.M.	to	4.00 A.M.	.	.	.	.	1
5.00 A.M.	to	6.00 A.M.	.	.	.	.	1
6.00 A.M.	to	7.00 A.M.	.	.	.	.	3
8.00 A.M.	to	9.00 A.M.	.	.	.	.	2
9.00 A.M.	to	10.00 A.M.	.	.	.	.	1
10.00 A.M.	to	11.00 A.M.	.	.	.	.	1
11.00 A.M.	to	12.00 NOON	.	.	.	.	3
12.00 NOON	to	1.00 P.M.	.	.	.	.	4
1.00 P.M.	to	2.00 P.M.	.	.	.	.	1
2.00 P.M.	to	3.00 P.M.	.	.	.	.	1
3.00 P.M.	to	4.00 P.M.	.	.	.	.	1
4.00 P.M.	to	5.00 P.M.	.	.	.	.	7
5.00 P.M.	to	6.00 P.M.	.	.	.	.	5
6.00 P.M.	to	7.00 P.M.	.	.	.	.	7
7.00 P.M.	to	8.00 P.M.	.	.	.	.	3
8.00 P.M.	to	9.00 P.M.	.	.	.	.	6
9.00 P.M.	to	10.00 P.M.	.	.	.	.	3
10.00 P.M.	to	11.00 P.M.	.	.	.	.	2
11.00 P.M.	to	12.00 MID.	.	.	.	.	3

Total . . . . . 58

MID.	to	7 A.M.	.	.	.	.	8
7 A.M.	to	4 P.M.	.	.	.	.	14
4 P.M.	to	7 P.M.	.	.	.	.	19
7 P.M.	to	MID.	.	.	.	.	17

Total . . . . . 58

## TIME OF DAY OTHER TYPE FATAL ACCIDENTS OCCURRED.

1.00 A.M.	to	2.00 A.M.	.	.	.	.	5
2.00 A.M.	to	3.00 A.M.	.	.	.	.	1
4.00 A.M.	to	5.00 A.M.	.	.	.	.	1
6.00 A.M.	to	7.00 A.M.	.	.	.	.	1
9.00 A.M.	to	10.00 A.M.	.	.	.	.	1
2.00 P.M.	to	3.00 P.M.	.	.	.	.	1
3.00 P.M.	to	4.00 P.M.	.	.	.	.	3
6.00 P.M.	to	7.00 P.M.	.	.	.	.	1
7.00 P.M.	to	8.00 P.M.	.	.	.	.	1
9.00 P.M.	to	10.00 P.M.	.	.	.	.	1
10.00 P.M.	to	11.00 P.M.	.	.	.	.	1
11.00 P.M.	to	MIDNIGHT	.	.	.	.	2

Total . . . . . 19

1950 FATALITIES INVOLVING MOTOR VEHICLES — SHOWN  
BY DAY AND MONTH.

Sunday . . . . .	6	Thursday . . . . .	11
Monday . . . . .	13	Friday . . . . .	11
Tuesday . . . . .	8	Saturday . . . . .	18
Wednesday . . . . .	10		
		Total . . . . .	77

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January . . . . .	8	July . . . . .	6
February . . . . .	5	August . . . . .	4
March . . . . .	2	September . . . . .	9
April . . . . .	5	October . . . . .	10
May . . . . .	6	November . . . . .	10
June . . . . .	3	December . . . . .	9
		Total . . . . .	77

TYPES OF VEHICLES INVOLVED IN PEDESTRIAN  
FATALITIES.

Passenger cars . . . . .	41	
Trucks . . . . .	16	
Taxicabs . . . . .	0	75 per cent of all fatalities occurred to pedestrians.
Buses . . . . .	0	
Motorcycle . . . . .	1	
Total . . . . .	58	

OTHER TYPES OF ACCIDENTS.

Operators of autos . . . . .	5
Occupants of autos . . . . .	9
Operators of taxis . . . . .	2
Occupants of taxis . . . . .	2
Operator of motorcycle . . . . .	1
Total . . . . .	19

LOCATION OF FATALITIES.

At intersection — 31      Between intersections — 46

LOCATION OF PEDESTRIAN FATALITIES.

At intersection — 29      Between intersections — 29

## 1950 FATALITIES BY DISTRICTS.

DISTRICT.	Total Number.	Pedestrians Killed.
Boston Proper . . . . .	11	8
Dorchester . . . . .	11	11
Roxbury . . . . .	19	16
Brighton . . . . .	5	3
West Roxbury . . . . .	8	4
South Boston . . . . .	11	7
Hyde Park . . . . .	3	2
Charlestown . . . . .	2	1
East Boston . . . . .	7	6
Total . . . . .	77	58

## REGISTRATIONS INVOLVED IN BOSTON — 1950 FATALITIES.

<i>Outside Commonwealth of Massachusetts.</i>	<i>Outside City of Boston.</i>
Connecticut . . . . 1	Brookline . . . . 2
Illinois . . . . . 1	Canton . . . . . 1
New Hampshire . . . 1	East Braintree . . . 1
New York . . . . . 2	Everett . . . . . 3
Total . . . . . 5	Hudson . . . . . 1
	Lexington . . . . . 1
	Lynn . . . . . 1
	Malden . . . . . 1
	Milton . . . . . 2
	Newton . . . . . 1
	Quincy . . . . . 1
	Somerville . . . . . 2
	Swampscott . . . . . 1
	Teaticket . . . . . 1
	Watertown . . . . . 1
	Winchester . . . . . 1
	Winthrop . . . . . 1
	Woburn . . . . . 1
	Wollaston . . . . . 2
	Total . . . . . 25

## G. PARKING METER DIVISION.

It has been conclusively proved that there are many advantages derived from parking meters in the City of Boston. The meters have practically eliminated double parking, all day parking, and have helped to reduce the number of accidents by causing drivers to park cars in a more careful and more efficient manner.

Late in 1950 the Boston Traffic Commission installed an additional 3,000 meters, making a total of 8,000 now



installed in the City of Boston. Most of these new meters were installed on the following roadways:

Beacon street  
Commonwealth avenue  
Marlborough street  
Brighton avenue

The revenue from parking meter fees in 1950 totaled \$479,721.66 with a daily average per meter of 32 cents.

PARKING METERS INSTALLED IN 1950.  
(TOTAL 3,000.)

WARD 3 — 14 STREETS

Ashburton place, south side, Somerset to Bowdoin street.  
Atlantic avenue, both sides, State to Congress street.  
Cambridge street, both sides, Temple to Joy street.  
Causeway street, southeast side, Canal to Merrimac street.  
Causeway street, northwest side, Nashua to Lowell street.  
Hanover street, both sides, Clark to Prince street.  
Milk street, both sides, India street to Atlantic avenue.  
Nashua street, both sides, Causeway street to Charles River Dam.  
Pearl street, southwest side, Franklin to Purchase street.  
Pearl street, northeast side, High to Purchase street.  
Summer street, northeast side, Hathaway street to Dorchester avenue.  
Temple place, south side, Tremont to Washington street.  
Somerset street, both sides, Cambridge to Howard street.  
Devonshire street, west side, Winthrop square to Summer street.

WARD 4 — 9 STREETS

Cumberland street, both sides, St. Botolph street to Huntington avenue.  
Gainsborough street, both sides, St. Botolph street to Huntington avenue.  
Garrison street, both sides, St. Botolph street to Huntington avenue.  
Irvington street, both sides, St. Botolph street to Huntington avenue.  
St. Botolph street, both sides, Irvington street to Gainsborough street.  
West Newton street, southwest side, St. Botolph street to Huntington avenue.  
West Newton street, southwest side, Huntington avenue to Falmouth street.  
Columbus avenue (Wards 4 and 5), both sides, Stuart to Dartmouth street.  
Belvidere street, north side, West Newton to Dalton street.

## WARD 5 — 17 STREETS

Arlington street, Public Alley No. 422 to Beacon street, southwest side.

Columbus avenue, both sides, Stuart to Dartmouth street.

Beacon street, north side, Charles to opposite Arlington street.

Beacon street, both sides, Arlington street to Kenmore square.

Berkeley street, both sides, Warren avenue to Columbus avenue.

Tremont street, both sides, Broadway to Dover street.

Charlesgate East, east side, Commonwealth avenue to Beacon street.

Charlesgate West, west side, Commonwealth avenue to Beacon street.

Clarendon street, southwest side, Marlborough to Beacon street.

Commonwealth avenue (Wards 5 and 21), both sides, Arlington to Malvern street.

Dartmouth street, both sides, Commonwealth avenue to Beacon street.

Exeter street, both sides, Commonwealth avenue to Beacon street.

Fairfield street, both sides, Boylston to Beacon street.

Gloucester street, both sides, Boylston to Beacon street.

Hereford street, both sides, Boylston to Beacon street.

Marlborough street, both sides, Arlington street to Charlesgate East.

Newbury street, south side, Massachusetts avenue to Charlesgate East.

## WARD 6 — 4 STREETS

Dorchester street, both sides, Silver street to East Broadway.

East Broadway, both sides, Dorchester to G street.

West Broadway, both sides, D to Dorchester street.

Melcher street, southwest side, Summer to A street.

## WARD 12 — 1 STREET

Dudley street, south side, Washington to Dana street.

## WARD 14 — 1 STREET

Blue Hill avenue, west side, Fabyan to Morton street.

## WARD 21 — 3 STREETS

Commonwealth avenue, both sides, Arlington to Malvern street.

Brighton avenue, both sides, Commonwealth avenue to Cambridge street.

Harvard avenue, both sides, Boston-Brookline line to Commonwealth avenue.

H. GARAGE AND MAINTENANCE OF VEHICLES.

For the first time in the history of the Boston Traffic Commission the entire fleet of 22 vehicles is housed in its own modern garage, equipped with gasoline pump and lubrication and greasing facilities.

A preventive maintenance program has been installed which also includes the lubrication and greasing of each vehicle once each month.

More than one-quarter million miles are traveled each year by the fleet. On the basis of the first seven months' consumption it is estimated that the fleet will use approximately 25,000 gallons of gas each year.

Fleet information follows:

REGISTRATIONS, 1950.

MAKE	Type	Cylinder	Weight	Motor No.	Makers' No.
1947 Buick.....	Sedan	8	.....	48773917	14677744
1947 Ford.....	Sedan	8	.....	899A-2026619	Same
1949 Chevrolet...	Station Wagon	6	.....	GAM-190600	2GKE33211
1946 Ford.....	$\frac{3}{4}$ -ton (69C)	8	2800	699C-1248178	Same
1948 Ford.....	$\frac{1}{2}$ -ton (FL)	6	3200	87HC-106528	Same
1948 Ford.....	$\frac{3}{4}$ -ton (HD)	8	5300	88RY-13065	Same
1948 Ford.....	$\frac{3}{4}$ -ton (HD)	8	5300	88RY-11348	Same
1948 Ford.....	$\frac{3}{4}$ -ton (IID)	6	5300	87HY-103180	Same
1948 Ford.....	1 $\frac{1}{2}$ -ton (FS)	6	5170	87HT-106419	Same
1947 Ford.....	1 $\frac{1}{2}$ -ton	8	5650	799T-1337920	Same
1944 Kelly.....	{Painting Machine }	1	.....	468335	MOD-BSP
1947 Ford.....	1 $\frac{1}{2}$ -ton Ford	8	5650	799T-2030378	Same
1948 Willys.....	$\frac{1}{2}$ -ton (4-63)	4	3875	U-59714	59619
1948 Willys.....	$\frac{1}{2}$ -ton (4-63)	4	3875	U-60181	59622
1948 Willys.....	$\frac{1}{2}$ -ton (4-63)	4	3875	U-60187	59615
1948 Willys.....	$\frac{1}{2}$ -ton (4-63)	4	3875	U-60194	59620
1949 GMC.....	$\frac{1}{2}$ -ton (FC-101)	6	2600	A228214578	37684
1949 Chevrolet...	Station Wagon	6	.....	GAM205027	2GKF36641
1949 Chevrolet...	Station Wagon	6	.....	GAM6102	2GKE32358
1949 Chevrolet...	$\frac{3}{4}$ -ton (3604)	6	3590	GCM29893	2GRP2750
1950 Ford.....	$\frac{1}{2}$ -ton	8	3235	98RV425215	Same
1950 Ford.....	$\frac{3}{4}$ -ton	8	5300	98RY500127	Same



## I. ROADWAY PAINTING

The importance and value of a well-established roadway painting program can hardly be overemphasized. Recognizing the benefits that would be obtained for pedestrians and motorists alike, during the year 1950 the Boston Traffic Commission developed a roadway painting program that accomplished almost 210 miles of roadway painting. This total mileage exceeds any other figure in the history of the department. Following is a unit summary of the road painting accomplished during 1950:

Markings	No. Painted	Footage
Crosswalks . . . . .	2,534	225,469
Center Lines . . . . .	156	366,928
Lane Lines . . . . .	148	59,391
Stop Lines . . . . .	106	3,727
Curbs . . . . .	2	99
Parking Stalls . . . . .	19,813	100,090
Safety Zones . . . . .	16	1,920
Slows . . . . .	1,242	81,850
Loading Zones . . . . .	1,235	22,600
Signal Light Housing . . . . .	283	—

The painting of loading zones is an income-producing effort inasmuch as a fee of \$1.00 per foot is charged. For the purpose of explaining a revenue-producing feature of this type, it might be well to describe a loading zone as defined in the traffic regulations. It is that portion of a roadway adjacent to a curb reserved for the exclusive use of vehicles during the loading or unloading of passengers or materials, indicated by yellow paint applied to the adjacent curb, marking the limits of the reserved area as authorized by the Boston Traffic Commission. Loading zone permits are applied for directly to the Traffic Commission and these permits are renewable yearly. The continual increase of such permits indicates that mercantile establishments are convinced that no other device has proven more effective in making available parking space for delivery and shipment of materials without congesting traffic. A summary of loading zone permits follows:

New loading zone permits issued . . . . .	79
Loading zone renewals . . . . .	1,183
Total loading zones maintained . . . . .	1,262

In addition to the above loading zone permits for which a fee is paid, 228 permits are issued free of charge to charitable, hospital, and other nonprofit organizations.

## J. SIGN SHOP DIVISION.

The purpose of traffic signs is to guide, to warn, or to enunciate regulations.

During 1950 the Boston Traffic Commission erected 2,319 permanent traffic signs as a basis for law enforcement, as a preventive to hazardous operation of vehicles, and as a convenience for the direction of travelers.

A permanent sign census, which is now drawing to a close, again was conducted in the field throughout 1950. As a result of this census, it is reliably estimated that more than 20,000 permanent signs have been erected and are now being maintained by the Boston Traffic Commission.

A summary of the various types of installations made in 1950 follows:

## WARNING SIGNS.

Stop . . . . .	45
Stop Line . . . . .	9
Children . . . . .	54
Slow . . . . .	70
School . . . . .	16
Red Reflec . . . . .	9
RR . . . . .	2

## REGULATORY SIGNS.

Acorn Arrows . . . . .	135	Meter, 4-6 . . . . .	19
2½-Inch Clamp . . . . .	49	No Parking Between . . . . .	26
2-Inch Arrows . . . . .	119	No Parking Here to	
Right Arrows . . . . .	99	Corner . . . . .	9
Left Arrows . . . . .	126	No Parking Either	
Do Not Enter . . . . .	262	Side . . . . .	3
No Left Turn . . . . .	69	No Parking, Loading	
Left Turn Only . . . . .	9	Zone . . . . .	3
No Right Turn . . . . .	73	Park Parallel to Curb . . . . .	32
Right Turn Only . . . . .	12	No Stopping, Fire Zone	13
Dead End . . . . .	10	Heavy Trucks Ex-	
Keep Right . . . . .	13	cluded . . . . .	61
No Parking Anytime	649	Rotary Traffic . . . . .	10
No Parking, 7-6 . . . . .	120	Hospital . . . . .	6
Meter, 7-6 . . . . .	25	No U Turn . . . . .	1
No Parking, 8-6 . . . . .	4	Keep Single Line . . . . .	2
No Parking, 8-10 and		Right Lane for Right	
4-6 . . . . .	57	Turn . . . . .	3
No Parking, 8-10 . . . . .	24	Go Right . . . . .	1
Meter, 8-10 . . . . .	6	Detour . . . . .	6
No Parking, 4-6 . . . . .	4		



## DIRECTIONAL SIGNS.

D — 14 8  
Special — 44

In addition to permanent installations more than 4,000 portable signs are maintained and placed out each year, for public safety and convenience in connection with emergency conditions that arise.

## K. ELECTRICAL MAINTENANCE DIVISION.

*Traffic Light Division.*

During the early part of 1950, seven new traffic signals (equipped with pedestrian push-buttons) were put into operation at the following intersections:

*Isolated*

Brookline avenue and Deaconess road, Roxbury

*Unit 2 (Back Bay System)*

Berkeley street and Boylston street

Boylston street, Clarendon street and Huntington avenue

Boylston street and Dartmouth street

Boylston street and Exeter street

Clarendon street and Stuart street

Gainsborough street and Huntington avenue

In addition, two pedestrian actuated traffic signals were installed and put into operation during 1950 at the following locations:

Centre street, Lorette street, and St. Theresa avenue, West Roxbury

Adams street at Walter Baker Plant, Dorchester

During the year, the traffic signal at the intersection of Grove street and Washington street, West Roxbury, was transferred from this department to the Massachusetts Department of Public Works, Washington street being a state highway at this location. In addition, the traffic signals at the old Chelsea Bridge North were removed, following the opening of the new Mystic Bridge and the discontinuance of the old bridge.

The total number of traffic signals now being maintained by the Boston Traffic Commission is 252.



Modern signal controllers with pedestrian push-button actuation were substituted for obsolete controllers at the following intersections:

- Beacon street and Massachusetts avenue
- Boylston street and Massachusetts avenue
- Brighton avenue and Harvard avenue
- Broadway and Dorchester avenue
- Commonwealth avenue and Harvard avenue
- Elm Hill avenue and Seaver street
- Morton street and Norfolk street
- North Harvard street and Western avenue

In order to improve the operation of existing traffic signals, additional signal posts were installed at the following locations:

- Blue Hill avenue and Columbia road
- Blue Hill avenue and Seaver street
- Boylston street, Charles street, and Park square
- Elm Hill avenue and Seaver street
- North Harvard street and Western avenue

During the reconstruction of Columbia road, from Blue Hill avenue to Edward Everett square, a so-called Chapter 90 Project in which the city and the state share the cost, underground signal conduit was installed at the following locations where traffic signals will be erected in 1951 by the state and turned over to this commission:

- Columbia road, at Annabel street and Holden street
- Columbia road, at Bird street
- Columbia road, at Davern avenue
- Columbia road, at Dudley street and Stoughton street (old signal tower removed)
- Columbia road, at Edward Everett square
- Columbia road, at Geneva avenue
- Columbia road, at Quincy street
- Columbia road, at Seaver street

Also, during the latter part of 1950, the underground signal conduit was installed in Albany street at the ambulance entrance to the Boston City Hospital. This signal installation will be completed early in 1951.

During 1950, two police officers' spotlight poles were moved from unused locations to the following new locations:

- Atlantic avenue, at Foster's Wharf
- Hanlon square (Brigham Circle)

Ninety-one spotlights are being maintained by this department for the illumination and safety of traffic officers during later afternoon and evening hours.

LIST OF TRAFFIC SIGNAL INSTALLATIONS SCHEDULED  
TO BE IN OPERATION BY SEPTEMBER 1, 1951,  
FROM \$150,000 APPROPRIATION MADE SEPTEMBER, 1950.

- Ward 1. Bennington and Saratoga streets.
- Ward 2. Cambridge, Parker, and Stark streets.  
Chelsea and Wapping streets.
- Ward 3. Charles street, at center gate, between Public  
Garden and Common.  
Harrison avenue and Kneeland street.  
Kneeland and Tyler streets.
- Ward 4. Boylston, Hemenway, and Ipswich streets.  
Exeter street, Huntington avenue, and Stuart  
street.  
Hemenway street, Westland avenue, and Westland  
entrance.  
Parker and Ruggles streets.
- Ward 5. Charles and Chestnut streets.
- Ward 6. D and West Seventh streets.
- Ward 8. East Newton, Washington, and West Newton  
streets, Wards 8 and 9.  
Harrison avenue and Northampton street.
- Ward 9. East Newton, Washington, and West Newton  
streets, Wards 8 and 9.  
Parker and Tremont streets, Wards 9 and 10.  
Ruggles and Tremont streets.  
Tremont and Whittier streets.
- Ward 10. Bickford avenue and Heath street.  
Centre street, Chestnut avenue, and Parker street.  
Parker and Tremont streets, Wards 9 and 10.
- Ward 11. Amory and Atherton streets.  
Columbus avenue and New Heath street.  
Columbus avenue, Seaver street, and Walnut  
avenue, Wards 11 and 12.
- Ward 12. Columbus avenue, Seaver street, and Walnut  
avenue, Wards 11 and 12.  
Quincy, Townsend, and Warren streets.
- Ward 13. Pleasant street, Savin Hill avenue, and Sawyer  
avenue.  
Pleasant and Stoughton streets.
- Ward 14. American Legion Highway and Walk Hill street,  
Wards 14 and 18.  
Harvard and Morton streets.

- Ward 16. Adams and Gibson streets.  
Ashmont street, Freeport street, and Neponset  
avenue.  
Dorchester avenue, Melville avenue, and Parkman  
street.  
Minot street and Neponset avenue.
- Ward 17. Codman square (relocation of entire signal system).  
Dorchester avenue, at St. Gregory's Church.
- Ward 18. American Legion Highway and Walk Hill street,  
Wards 14 and 18.  
Central and West streets.
- Ward 19. Wachusett and Walk Hill streets.
- Ward 21. Allston and Kelton streets.  
Buick street, Commonwealth avenue, and St. Paul  
street.  
Cambridge, Sparhawk, and Warren streets, Wards  
21 and 22.
- Ward 22. Cambridge, Sparhawk, and Warren streets, Wards  
21 and 22.  
Washington street, at Presentation Parish.
- Total, 39 installations (five of which are listed in two wards).





ANNUAL REPORT  
OF THE  
BOSTON TRAFFIC COMMISSION  
FOR THE  
YEAR ENDING DECEMBER 31, 1951.

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Boston, January 7, 1952.

HON. JOHN B. HYNES,  
*Mayor of Boston.*

DEAR SIR:

I have the honor to submit herewith the annual report of the Boston Traffic Commission for the year ending December 31, 1951.

Respectfully submitted,

WILLIAM ARTHUR REILLY,  
*Traffic Commissioner.*

## AUTHORITY

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[CHAP. 263.]

AN ACT ESTABLISHING THE BOSTON TRAFFIC COMMISSION AND  
DEFINING ITS POWERS AND DUTIES.

*Be it enacted, etc., as follows:*

SECTION 1. There is hereby established in the city of Boston, hereinafter referred to as the city, a commission to consist of a commissioner and four associate commissioners and to be known as the Boston Traffic Commission, hereinafter referred to as the commission. The commissioner, who shall be chairman of the commission, shall be appointed by the mayor of the city, shall serve for a term of four years and until the qualification of his successor, shall be subject to the confirmation of the civil service commission under chapter four hundred and eighty-six of the acts of nineteen hundred and nine, as amended, shall receive such compensation as shall be established by the mayor and city council of the city and may be removed by the mayor in accordance with section fourteen of said chapter four hundred and eighty-six. The police commissioner, commissioner of public works, the chairman of the park commissioners and the chairman of the board of street commissioners, all of the city, shall be, *ex officiis*, the associate commissioners and shall receive no compensation for their services as such associate commissioners; but all the expenses of the commission incurred for the purposes of this act shall be paid by the city. For said purposes the commission may, subject to the approval of the mayor and to chapter thirty-one of the General Laws and the rules and regulations made thereunder, employ engineers, experts, assistants and other officers and employees. All statutes and ordinances applicable generally to the departments of the city shall apply to the commission, except the provisions of section five of said chapter four hundred and eighty-six.

SECT. 2. The commission shall have exclusive authority, except as otherwise herein provided, to adopt, amend, alter and repeal rules and regulations, not inconsistent with general law as modified by this act, relative to vehicular street traffic in the city, and to the movement, stopping or standing of vehicles on, and their exclusion from, all or any streets, ways, highways, roads and parkways, under the control of the city, including rules and regulations designating any way or part thereof under said control as a through way under and subject to the provisions of section nine of chapter eighty-nine of the General Laws, as amended, and may prescribe penalties not



exceeding fifty dollars for the violation of any rule or regulation adopted hereunder. No such rule or regulation, except such special rules and regulations as are declared by vote of the commission to be urgently required by considerations of public safety or convenience or such as are of a temporary nature and are to be effective for a period of not more than two weeks, shall take effect until published for two successive weeks in the City Record. Upon petition of twenty-five registered voters of the city relative to any rule or regulation adopted or proposed to be adopted under this section, the commission shall hold a public hearing thereon within thirty days after the filing with the commission of such petition, and final action thereon shall be determined only by vote of a majority of the entire membership of the commission.

The commission shall have power to erect, make and maintain, or cause to be erected, made and maintained, traffic signs, signals, markings and other devices for the control of such traffic in the city and for informing and warning the public as to rules and regulations adopted hereunder, subject, however, to section two of chapter eighty-five, and to sections eight and nine of said chapter eighty-nine, of the General Laws, as amended. Nothing in this act shall be construed to authorize the commission to adopt any rule or regulation excluding the cars of a street railway company from any way or part thereof in which it has a location, or to modify or limit any power or authority of the metropolitan district commission, of the state department of public works or of the state department of public utilities, or any power now vested in the said police commissioner to regulate street uses under licenses or permits granted by said commissioner.

SECT. 3. All existing rules and regulations of the board of street commissioners, the board of park commissioners, the police commissioner, or any other public board, commission or official of the city, relating to the control of vehicular traffic, shall remain in full force and effect until amended, revised or repealed by the commission under this act, and any amendment, revision or repeal of such a rule or regulation or the adoption of any new rule or regulation by the commission shall not affect any act done, any right accrued, any penalty incurred, or any suit, prosecution or proceeding pending at the time of said amendment, revision, repeal or adoption.

SECT. 4. This act shall take effect upon its acceptance, during the current year, by vote of the city council of the city, subject to the provisions of its charter, but not otherwise; provided, that for the purposes of such acceptance only, this act shall take effect upon its passage.

*Approved April 26, 1929.*



[1934 — CHAP. 140.]

AN ACT PROVIDING FACILITIES FOR THE PARKING OF MOTOR  
VEHICLES NEAR THE STATE HOUSE BY MEMBERS AND OF-  
FICERS OF THE GENERAL COURT.

*Be it enacted, etc., as follows:*

SECTION 1. The traffic commission of the city of Boston is hereby directed to provide in its regulations prohibiting or restricting the parking and standing of motor vehicles on public ways in said city that they shall not, so far as they relate to the easterly side of Hancock street between Mount Vernon and Derne streets, the southerly side of Derne street between Hancock and Bowdoin streets, and the westerly side of Bowdoin street between Mount Vernon and Beacon streets, apply to motor vehicles owned or used by members and officers of the general court.

SECT. 2. This act shall take effect upon its passage.

*Approved April 13, 1934.*

[ACTS OF 1935 — CHAP. 319.]

AN ACT EMPOWERING THE BOSTON TRAFFIC COMMISSION TO  
COLLECT FEES FOR THE ISSUANCE OF LOADING ZONE PER-  
MITS, SO CALLED.

*Be it enacted, etc., as follows:*

Chapter two hundred and sixty-three of the acts of nineteen hundred and twenty-nine is hereby amended by inserting after section two the following new section: — SECTION 2A. Upon the issuance by the commission of a permit for a loading zone, so called, under the provisions of the preceding section, it shall collect a fee computed at the rate of fifty cents for each foot of curbing abutting on said zone, but in no event less than ten dollars. Such permit shall expire one year from the date of its issue, and may be revoked by the commission for a violation of any provisions of the rules and regulations relating to such zones and made under authority of this act.

*Approved June 3, 1935.*

[CITY ORDINANCES OF 1950 — CHAP. 5.]

CONCERNING FEES FOR LOADING ZONE PERMITS.

Section 22 of chapter 41 of the Revised Ordinances of 1947, as most recently amended by chapter 1 of the ordinances of 1950, is hereby further amended by adding after clause 26 the following new clause:

27. The fee for a permit for a loading zone, so called, issued under the provisions of section 2 of chapter 263 of the Acts of 1929 shall be computed at the rate of one dollar for each foot of curbing abutting on said zone, but in no event less than twenty dollars.

*Approved July 11, 1950.*

## [CHAP. 442.]

AN ACT AUTHORIZING THE INSTALLATION AND OPERATION OF  
PARKING METERS IN CITIES AND TOWNS.

*Be it enacted, etc., as follows:*

SECTION 1. Chapter 40 of the General Laws is hereby amended by adding after section 22 the following section:—  
SECTION 22A. Any city or town, for the purpose of enforcing its ordinances, by-laws and orders, rules and regulations relating to the parking of vehicles on ways within its control and subject to the provisions of section two of chapter eighty-five, may appropriate money for the acquisition, installation, maintenance and operation of parking meters, or by vote of the city council or of the town may authorize a board or officer to enter into agreement for such acquisition, installation or maintenance of parking meters; provided, that the city of Boston, for the purpose of enforcing the rules and regulations adopted by the Boston Traffic Commission under chapter two hundred and sixty-three of the acts of nineteen hundred and twenty-nine, may appropriate money for the acquisition, installation, maintenance and operation of parking meters, or, by vote of the city council of said city, subject to the provisions of its charter, may authorize the Boston Traffic Commission to enter into agreements for the acquisition, installation or maintenance of parking meters. An agreement for the acquisition or installation of parking meters may provide that payments thereunder shall be made over a period not exceeding five years without appropriation, from fees received for the use of such parking meters notwithstanding the provisions of section fifty-three of chapter forty-four. Such fees shall be established and charged at such rates that the revenue therefrom shall not exceed in the aggregate the necessary expenses incurred by such city or town for the acquisition, installation, maintenance and operation of parking meters and the regulation of parking and other traffic activities incident thereto.

SECT. 2. Section 2 of chapter 85 of the General Laws, as appearing in the Tercentenary Edition, is hereby amended by adding after the word "devices" in line 7 and in line 13, in each instance, the words:—or parking meters,—so that the second and third sentences will read as follows:—No such signs, lights, markings, signal systems or devices or parking meters shall be erected or maintained on any state highway by any authority other than said department except with its written approval as to location, shape, size and color thereof and except during such time as said approval is in effect. No rule, regulation, order, ordinance or by-law of a city or town hereafter made or promulgated relative to or in connection with such signs, lights, markings, signal systems or devices or parking meters on any way within its control shall take effect until approved in writing by said department or be effective after said approval is revoked.

*Approved May 22, 1947.*



## [CHAP. 78.]

AN ACT RELATIVE TO CERTAIN PARADES, PROCESSIONS, AND  
ORGANIZED FORMATIONS IN THE CITY OF BOSTON.

*Be it enacted, etc., as follows:*

SECTION 1. Section 2 of chapter 263 of the acts of 1929, as amended by section 1 of chapter 362 of the acts of 1949, is hereby further amended by striking out the first sentence and inserting in place thereof the following sentences:— For the purpose of conserving the public convenience in the use of the streets, ways, highways, roads and parkways under the control of the city, the commission shall have exclusive authority to adopt, amend, alter and repeal rules, which shall be reasonable and not repugnant to law, regulating the time, place and manner of parades, processions, and other organized formations of persons or vehicles, other than funeral processions and picket lines, in or upon all or any such streets, ways, highways, roads and parkways, and prescribing that no person shall take part in any parade, procession or other organized formation of persons or vehicles, other than a funeral procession or a picket line, in or upon any such street, way, highway, road or parkway unless the commission has granted a permit for such parade, procession or formation; provided, however, that no rule prescribing a permit shall be valid unless it also requires the issuance of the permit in all cases except where the time, place and manner are not in conformity with rules adopted hereunder and except where the permit would conflict as to time or place with a permit previously issued; and provided, further, that, notwithstanding anything to the contrary in chapter two hundred and twenty-two of the acts of nineteen hundred and forty-nine, no fee shall be charged for any such permit. The commission shall also have exclusive authority, except as otherwise herein provided, to adopt, amend, alter and repeal rules and regulations, not inconsistent with general law as modified by this act, relative to vehicular street traffic in the city, and to the movement, stopping or standing of vehicles on, and their exclusion from, all or any streets, ways, highways, roads and parkways, under the control of the city, including rules and regulations designating any way or part thereof under said control as a through way under and subject to the provisions of section nine of chapter eighty-nine of the General Laws, as amended. The commission may prescribe penalties not exceeding fifty dollars for the violation of any rule or regulation adopted under this section.

SECTION 2. On and after the effective date of this act, the board of street commissioners of the city of Boston shall have no jurisdiction over parades, processions, and other organized formations of persons or vehicles in said city.

*Approved February 11, 1950.*



## BOSTON TRAFFIC COMMISSION

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The City of Boston placed second, among the nation's cities of 500,000 or more population, for outstanding achievement in traffic engineering for 1951, through an award received from the Institute of Traffic Engineers, New Haven, Connecticut.

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Philip T. Desmond, Traffic Engineer, was given honorable mention for outstanding public service by the Boston Municipal Research Bureau on November 27, 1951, at special ceremonies attended by leaders in civic and public life, headed by Mayor John B. Hynes.

### LEGISLATION REQUESTED — 1951

Bills were entered in the Massachusetts State Legislature as follows:

1. To Authorize the City of Boston to Lay Out a Public Way Over Certain Land of the Commonwealth—for the purpose of widening the corner of the Riverway where it enters Brookline avenue near Fenwood road.
2. To empower the Boston Traffic Commission to Provide by Rule or Regulation for the Removal From Certain Ways Within Its Jurisdiction of Vehicles Parked or Standing on Such Ways in Violation of Law.
3. To Provide for the Noncriminal Disposition of Violations of Rules, Ordinances, Bylaws, and the Like Regulating the Parking of Trailers. This bill to enable the Police Department to better control the parking of trailer trucks on city streets.

### SNOW REMOVAL

In keeping with its general policy of cooperation with other departments, the Boston Traffic Commission in December, 1951, accepted responsibility for supervision of contract snow removal activities in Snow Removal Area No. 8, this area having been established by the Commissioner of Public Works.

Snow Removal Area No. 8 is described as follows:

Beginning at the junction of Shawmut avenue and West Dedham street; by and not including West Dedham street to Dartmouth street; by and not including Dartmouth street to Boylston street; by and not including Boylston street to Massachusetts avenue; by and including Massachusetts avenue to Shawmut avenue;

by and including Shawmut avenue to West Dedham street, to point of beginning. Also the following streets: Beacon street, Massachusetts avenue to Kenmore square; Bay State road, Beacon street to Soldiers Field road; Marlborough street, Massachusetts avenue to Charlesgate East; Charlesgate East, Commonwealth avenue to Beacon street; Huntington avenue, Massachusetts avenue to Opera place; Longwood avenue, Brookline avenue to Huntington avenue; Brookline avenue, Kenmore square to Boylston street.

Boston Traffic Commission forces supervised the snow removal work of the J. F. White Contracting Company in Snow Removal Area No. 8 on Sunday, December 16, 1951, but snowfall for the remainder of 1951 was so light that contract snow removal was not employed.

#### CIVIL DEFENSE

The Boston Traffic Commission has been assigned the duty of preparing traffic plans to meet conditions during a national emergency resulting from a state of war. These plans, which include emergency traffic rules, have been prepared and are to be effective if a state of war exists.

The sign shop of the Boston Traffic Commission has prepared and installed "Shelter" signs indicating all buildings which have been designated as emergency shelters by the Boston Building Department. These signs were designed by employees of the Boston Traffic Commission and approved by both federal and state civil defense directors.

The sign shop has also provided large display signs for public relations purposes when requested by the Civil Defense Department.

All vehicles of the Boston Traffic Commission have been placed at the disposal of the Department of Public Works for assignment in a national emergency resulting from a state of war and are identified by the civil defense windshield sticker.

All male personnel of the Boston Traffic Commission have been given the civil defense oath and have been instructed to report to their assembly area in the event of an air attack on the City of Boston.

A representative of the Boston Traffic Commission has attended all pertinent meetings at the offices of the



Civil Defense Department during 1951, and this practice is being continued so that continuous liaison with the Civil Defense Department is in effect.

### SPEED ZONES

A large number of speed zoning studies were made on major highways of the city by means of radar equipment, and as a result modern scientific data not previously available has been placed in the department files ready for reference.

### INTERDEPARTMENTAL CONFERENCES

Interdepartmental conferences were arranged during the year in order to assemble the engineers of various city and state agencies so that all might be able to gain firsthand knowledge of the plans and progress of such agencies in matters affecting traffic, proposed housing projects, new roadways of the Metropolitan District Commission, State Public Works Department (in the City of Boston, or approaching the City of Boston), street widenings, landtakings, proposed street resurfacing programs, street lighting projects, and other such activities related to the interests of the Traffic Commission.

Information regarding various projects was thus brought to the attention of this engineering committee for the benefit of all participants, and as a result of this coordination much duplication of effort was eliminated and more efficient cooperation achieved. The composite views of the engineers of various departments concerning particular problems has been beneficial, and where major projects have been announced all related departments have been able to give the benefit of a suggestion on subjects directly affecting them, and the timing of various departmental activities has been worked out to the benefit of all parties concerned. Participants have included the City Planning Board, Street Laying-Out Department, Paving Division of the Public Works Department, Park Department, Metropolitan District Commission, State Department of Public Works, Boston Housing Authority, and Metropolitan Transit Authority.



## FREEDOM TRAIL SIGNS

As the result of the Chamber of Commerce and newspaper support of a citizen's suggestion, signs bearing the legend "FREEDOM TRAIL" were made by this Commission and installed in various parts of the city. These signs were designed and manufactured by Daniel A. McAuley, sign writer in the BTC sign shop, and they received favorable comment from a large number of tourists and visitors to the city.

Freedom Trail signs are established to direct pedestrians to various historic shrines of the city and are placed in such a way that they permit a traveler to begin at one point and walk throughout the area and cover all of the important shrines which are of interest.

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A continuous program of establishing one-way streets, installing traffic signals, installing parking meters, redesigning in sections, erecting signs, and roadway painting is in operation.

With the assistance of the Street Laying-Out Department and the Public Works Department many improvements have been achieved which have been beneficial to the flow of traffic in this city during the past two years.

With the cooperation and advice of the police many effective steps have been taken in rerouting traffic.

The members of the Traffic Commission have been most diligent in attending meetings and giving careful consideration to particular problems referred by residents and public officials and larger problems of administrative policy.

## EXECUTIVE ORGANIZATION

*Traffic Commissioner*, WILLIAM ARTHUR REILLY

*Secretary*, WILLIAM T. DOYLE

*Traffic Engineer*, PHILIP T. DESMOND

## ENGINEERING STAFF

TIMOTHY J. O'CONNOR, *Assistant Traffic Engineer*

WILLIAM E. FLANAGAN, *Assistant Traffic Engineer*

JOSEPH M. GALEOTA, *Senior Electrical Engineer*

BERNARD J. DUNN, *Civil Engineer*

PATRICK F. TIERNEY, *Civil Engineer*

ROBERT F. DRUMMOND, *Civil Engineer*

THOMAS J. POWERS, *Draftsman*

## SAFETY EDUCATION DIVISION

THEODORE J. HOPPE, *Director of Safety Education*

GEORGE R. HURLEY, *Clerk*

WILLIAM CANTILLO, *Assistant Cashier*

RALPH S. KOUROYEN, *Traffic Investigator*

## TRAFFIC INSPECTORS

FRANCIS J. LAUGHLIN, *Chief*

ANDREW ALLAN

CHARLES H. KING

THOMAS F. MACDONALD

WILLIAM A. MORIARTY, *Inspector of Permits*

HENRY L. CADWELL, *Clerk*

## ELECTRICAL INSPECTION DIVISION

WILLIAM F. FENLON, *Signal Maintenance Man*

MICHAEL T. GAINES, *Traffic Inspector*

JAMES J. PENDER, *Signal Maintenance Man*

FRANCIS J. SOLARI, *Clerk*

## TRAFFIC INVESTIGATORS

JOHN J. CORKERY

CHARLES G. HADDAD

ROBERT D. HAIGH

WALTER F. HENNESSEY

JOHN J. O'DONNELL, JR.

JOHN J. RILEY

## SECRETARIAL STAFF

MARIE A. MAHER, *Secretary-Stenographer*

ELINORE B. CLAPP, *Clerk-Stenographer*

WILLIAM L. DUFFY, *Clerk-Messenger*

M. LILLIAN HINES, *Telephone Operator*  
FLORENCE M. HURTER, *Stenographer-Bookkeeper*  
MARY MACDONALD, *Stenographer*  
GRACE E. MACKEY, *Clerk-Typist*  
EVELYN V. SULLIVAN, *Clerk*  
GERTRUDE M. TRAVERS, *Switchboard Operator-Clerk*

#### ELECTRICAL MAINTENANCE DIVISION

JAMES E. DALEY, *Traffic Signal Supervisor*  
LEONARD M. VAN GEMERT, *Assistant Traffic Signal Foreman*  
CYRIL J. NEWTON, *Clerk-Typist*  
MALCOLM E. CAMERON, *Lineman*  
WILLIAM F. AHERN, *Signal Maintenance Man*  
THOMAS J. CONDON, *Signal Maintenance Man*  
LEONARDO GRANA, *Signal Maintenance Man*  
FRANK L. HUDDLESTON, *Signal Maintenance Man*  
CARL O. LUNDBERG, *Signal Maintenance Man*  
PAUL C. MCSHANE, *Signal Maintenance Man*  
BERTRAM PAGE, *Signal Maintenance Man*  
FRANCIS V. RYAN, *Signal Maintenance Man*  
FREDERICK M. BACHOFNER, JR., *Traffic Signal Repairman*

#### PARKING METER DIVISION

PAUL V. DIRKSMEYER, *Supervisor*  
JAMES W. SULLIVAN, *Foreman*  
JEREMIAH F. BRENNAN, *Metered Parking System Inspector*  
HAROLD F. LEE, *Cashier*  
GENE J. DiBENEDETTO, *Assistant Cashier*  
JOHN J. HURLEY, *Assistant Cashier*  
IRA G. JONES, *Assistant Cashier*  
PETER L. KENNEY, *Assistant Cashier*  
HENRY K. LYDON, *Assistant Cashier*  
FRANCIS K. McDONALD, *Assistant Cashier*  
JOHN F. MURPHY, *Assistant Cashier*  
LEO W. REAGAN, *Assistant Cashier*  
ARTHUR M. CLONAN, *Assistant Cashier*  
MORGAN E. WHITE, *Assistant Cashier*  
ROBERT E. WANDERS, *Clerk*  
FRANK J. JACOBS, *Parking Meter Repairman*  
ERNEST G. CARDILLO, *Parking Meter Maintenance Man*  
HENRY C. COLLE, *Parking Meter Maintenance Man*  
JOSEPH P. DICKEY, *Parking Meter Maintenance Man*  
ROBERT L. DOLAN, *Parking Meter Maintenance Man*  
RAYMOND K. FRYE, *Parking Meter Maintenance Man*  
EDWIN D. ILSLEY, *Parking Meter Maintenance Man*  
GEORGE F. LUNNEY, *Parking Meter Maintenance Man*  
JOHN J. MEEHAN, *Parking Meter Maintenance Man*  
EDWARD E. MOSCHELLA, *Parking Meter Maintenance Man*  
TERRANCE D. O'CONNOR, *Parking Meter Maintenance Man*  
WESTON W. PARKER, *Parking Meter Maintenance Man*



KENNETH H. J. PARKS, *Parking Meter Maintenance Man*  
 PATRICK F. SHEEHAN, *Parking Meter Maintenance Man*  
 JEREMIAH V. SULLIVAN, *Parking Meter Maintenance Man*  
 JOHN W. TRAVERS, *Parking Meter Maintenance Man*  
 GREGORIO VOCI, *Parking Meter Maintenance Man*  
 DUDLEY B. WALSH, *Parking Meter Maintenance Man*  
 JOSEPH F. WALSH, *Parking Meter Maintenance Man*  
 EMORY J. DAVIS, *Parking Meter Clock Repairman*  
 ANDREW J. QUINTILLIANI, *Parking Meter Clock Repairman*  
 JOSEPH J. FRUSCIANTE, *Chauffeur-Laborer*  
 SALVATORE H. IPPOLITO, *Chauffeur-Laborer*  
 MANUEL F. RODRIGUEZ, JR., *Chauffeur-Laborer*  
 WILLIAM J. BREADY, *Laborer*  
 GEORGE J. FLEMING, *Laborer*

## GARAGE DIVISION

WILLIAM F. KINSMAN, *Master Mechanic*  
 GEORGE FARRAH, *Master Mechanic*  
 GEORGE H. HOSMER, *Auto Mechanic*  
 THOMAS F. REILLY, *Clerk*

## SHOP, SIGN-WRITING, SPRAY-PAINTER DIVISION

JOHN J. JASON, *Superintendent*  
 EDWARD H. FERGUSON, *Assistant Cashier*  
 JOHN F. MONTGOMERY, *Painter Foreman*  
 THOMAS H. McALENEY, *Working Foreman*  
 THOMAS F. MELIA, *Working Subforeman*  
 DANIEL A. MCAULEY, *Sign Painter*  
 JOSEPH A. MULLONEY, *Sign Painter*  
 JOHN HURLEY, *Spray Painter*  
 NORMAN R. DEAN, *Painter-Chauffeur*  
 JAMES A. ANDERSON, *Painter*  
 JOHN J. DELANEY, *Painter*  
 GEORGE A. DUNBAR, *Painter*  
 JAMES J. McGRAIL, *Painter*  
 JAMES E. MURPHY, *Painter*  
 JOSEPH PETKUS, *Painter*  
 JOSEPH PIAZZA, *Painter*  
 FRANK A. BARANOWSKI, *Chauffeur-Laborer*  
 FRANCIS I. ELLARD, *Chauffeur-Laborer*  
 EARL V. KING, *Chauffeur-Laborer*  
 LEO F. MCGONIGLE, *Chauffeur-Laborer*  
 JOHN F. DEMPSEY, *Chauffeur-Laborer*  
 ALEXANDER J. CASSIDY, JR., *Laborer*  
 JOHN J. DILLON, *Laborer*  
 JOSEPH D. HEFFERNAN, *Laborer*  
 WILLIAM F. HOULIHAN, *Laborer*  
 JOHN J. SCHULTZ, *Laborer*  
 CHARLES P. SULLIVAN, *Laborer*

**CHARTER MEMBERS OF THE DEPARTMENT WHO  
HAVE COMPLETED TWENTY-TWO YEARS OF  
ACTIVE SERVICE (1951)**

ANDREW ALLAN  
MALCOLM E. CAMERON  
THOMAS J. CONDON  
NORMAN R. DEAN  
PHILIP T. DESMOND  
WILLIAM E. FLANAGAN  
MICHAEL T. GAINNEY  
JOSEPH M. GALEOTA  
THEODORE J. HOPPE  
FLORENCE M. HURTER  
JOHN J. JASON  
CHARLES H. KING  
WILLIAM F. KINSMAN  
FRANCIS J. LAUGHLIN  
MARY MACDONALD  
THOMAS F. MACDONALD  
MARIE A. MAHER  
THOMAS H. McALENEY  
DANIEL A. MCAULEY  
LEO F. MCGONIGLE  
THOMAS F. MELIA  
JOHN F. MONTGOMERY  
TIMOTHY J. O'CONNOR  
JAMES J. PENDER  
JOSEPH PIAZZA

**MEMBERS WHO REACHED TWENTY YEARS OF  
ACTIVE SERVICE DURING 1951**

JAMES E. DALEY  
LEONARD VAN GEMERT

**MEMBERS WHO REACHED TEN YEARS OF  
ACTIVE SERVICE DURING 1951**

JOHN J. DELANEY  
FRANCIS J. SOLARI  
EVELYN V. SULLIVAN





Portion of Office



Drafting Department



Electrical Signal Testing Panel



Parking Meter Repairs



Sign Shop



Fleet Garage

INTERIOR VIEWS  
NEW TRAFFIC COMMISSION BUILDING.



## COMPARATIVE TRAFFIC COMMISSION EXPENDITURES

	1950	1951
1. PERSONAL SERVICES:		
Permanent employees . . . . .	\$332,937 41	\$397,710 24
Temporary employees . . . . .	24,733 78	38,031 99
Overtime . . . . .	1,543 27	2,193 52
	<hr/>	<hr/>
	\$359,214 46	\$437,935 75
2. CONTRACTUAL SERVICES:		
Communications . . . . .	\$2,948 47	\$2,836 71
Electricity . . . . .	26,333 79	29,819 93
Gas . . . . .	100 00	253 79
Professional and technical services . . . . .	273 00	499 50
Repairs and maintenance of buildings and structures . . . . .	—	2,388 26
Repairs and servicing of equip- ment . . . . .	2,651 20	3,935 52
Travel expenses outside the state . . . . .	150 00	189 36
Travel expenses inside the state . . . . .	1,453 13	1,997 38
Advertising and posting . . . . .	1,782 72	1,891 00
Duplicating services . . . . .	10 00	466 25
Cleaning . . . . .	463 34	824 00
Freight and express charges . . . . .	—	366 36
Printing, binding and ruling . . . . .	15 00	7 84
Other contractual services . . . . .	4,515 36	2,877 03
	<hr/>	<hr/>
	\$40,696 01	\$48,352 93
3. SUPPLIES AND MATERIALS:		
Automotive . . . . .	\$6,437 31	\$8,189 41
Building . . . . .	4,344 47	6,624 56
Heating . . . . .	1,917 86	2,415 65
Household . . . . .	1,688 61	1,630 38
Medical, dental, and hospital . . . . .	31 80	38 95
Office . . . . .	3,693 89	4,544 32
Police, traffic control, and fire- fighting . . . . .	34,586 38	44,563 60

Education and recreation . . . . .	\$200 00	—
General operating . . . . .	918 52	\$1,350 08
Repair parts and materials (nonautomotive) . . . . .	454 00	2,208 47
Tools and instruments (except medical and laboratory) . . . . .	1,302 00	1,391 15
Wearing apparel . . . . .	175 00	132 69
Other supplies and materials . . . . .	254 00	249 05
	<hr/>	<hr/>
	\$56,003 84	\$73,338 31

## 4. CURRENT CHARGES AND OBLIGATIONS:

Dues and subscriptions . . . . .	\$161 02	\$217 00
Bonds and insurance premi- ums . . . . .	172 50	242 50
Licenses . . . . .	44 00	75 00
Taxes (real estate and water on city-owned property) . . . . .	51 00	101 60
	<hr/>	<hr/>
	\$428 52	\$636 10

## 5. EQUIPMENT:

Automotive . . . . .	\$4,121 08	\$5,316 00
Electrical and mechanical ma- chinery and equipment . . . . .	3,338 38	1,032 29
Engineering and scientific . . . . .	—	178 50
Office furniture and equip- ment . . . . .	506 78	1,799 74
Signal equipment . . . . .	14,887 13	16,340 18
Agricultural, parks, and re- creation . . . . .	44 50	78 00
Library books . . . . .	63 00	219 88
	<hr/>	<hr/>
	\$22,960 87	\$24,964 59

Grand Totals . . . . .	\$479,303 70	\$585,227 68
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## PARKING METER DIVISION INCOME

During the year 1951, the Parking Meter Division installed additional parking meters in the Cleary Square section of Hyde Park, the Commonwealth Avenue and Harvard Avenue sections of Brighton, and the Forest Hills section of West Roxbury.

Meters were removed from Haverhill street, North Washington street, and part of Hanover street in downtown Boston in order to accommodate the construction of the new John F. Fitzgerald Highway.

Additional meters will continue to be installed wherever the necessity is found and whenever a situation for the relief of a parking problem is existent.

The following is the income derived from parking meters during the year 1951 by months:

January . . . . .	\$47,037 86
February . . . . .	48,572 12
March . . . . .	55,328 96
April . . . . .	55,405 05
May . . . . .	58,943 98
June . . . . .	54,487 56
July . . . . .	53,239 77
August . . . . .	55,638 22
September . . . . .	50,050 33
October . . . . .	59,359 16
November . . . . .	53,627 30
December . . . . .	46,553 33
Total . . . . .	<hr/> \$638,243 64

#### VARIOUS ACTIVITIES SUMMARIZED

##### Bus Stops:

Number of bus stops issued (1951):

Gray Line . . . . .	3
Metropolitan Transit Authority . . . . .	168

Total bus stops issued in 1951 . . . . .	171
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Existing number of bus stops:

Airways Transportation Company . . . . .	2
Boston & Maine Transportation Company . . . . .	1
Boston, Worcester, New York Street Railway Company . . . . .	2
Dedham Transit Company . . . . .	1
Eastern Massachusetts Street Railway Company . . . . .	13
Gray Line . . . . .	4
Hart Bus Line . . . . .	1
Metropolitan Transit Authority . . . . .	925
Pierce Bus Line . . . . .	2
Rapid Transit, Inc. . . . .	2

Total existing bus stops . . . . .	953
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## Investigations (1951):

Miscellaneous investigations . . . . .	650
Parking studies . . . . .	40
Number vehicles checked in parking studies .	42,000
Special investigations as a result of correspondence . . . . .	1,800

## Loading Zones (1951):

New loading zones established in 1951 . . .	159
Total number loading zones maintained . . .	1,314

## Parking Meters (1951):

Number parking meters maintained . . . . .	8,000
Vehicular miles traveled by parking meter crews, including collectors and maintenance men . . . . .	111,000

## Permits (1951):

Parade permits . . . . .	94
Special emergency permits issued . . . . .	133
<hr/>	
Total . . . . .	227

## Roadway Painting and Signs (1951):

Miles of roadway painted . . . . .	245
Number of signs (all types) placed during 1951	2,293
Number of trouble calls . . . . .	4,213

## Speed Distribution Studies (1951):

Number of studies made with radar equipment	8
Number of observations made with radar equipment . . . . .	27,835
Maximum speed observed within the city limits	66 mph

## Traffic Rules (1951):

Permanent traffic rules adopted . . . . .	507
Permanent traffic rules eliminated . . . . .	136
Temporary rules adopted . . . . .	901

## Traffic Signal Lights (1951):

Number new sets traffic signal lights established . . . . .	45
Total number sets traffic signal lights maintained . . . . .	294
Vehicular miles traveled by signal maintenance crews . . . . .	61,891

Vehicular Counts:

Average weekday vehicular count within the inner cordon (one square mile, downtown area of Boston)	213,000
Average daily vehicular count on Charles street, (heaviest one-way traffic record in city)	48,000
Average daily intersection count at Boston University Bridge and Commonwealth avenue	85,000
Number of intersection vehicular counts made	98
Number vehicles checked in above counts	700,000

INSPECTION DIVISION, 1951

The Inspection Division's normal activities were supplemented in 1951 with six Chapter 90 roadway resurfacing undertakings and five long-range highway construction projects for the relief of traffic congestions.

The John F. Fitzgerald Highway, East Boston Expressway, Sullivan Square and Forest Hills Overpass being constructed by State Departments necessitated the close coordination of traffic routing and regulation. These projects are of from one to three years in duration.

With these major projects, the Inspection Division supervised the closing and routing of 244 streets throughout Boston. The prohibition of parking and locating of signs for the public safety and convenience were as follows:

*Temporary Vote*

Affecting roadway construction	235
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*Chapter 90 Work*

- Blue Hill avenue at Morton street.
- River street, Dorchester avenue to Blue Hill avenue.
- Massachusetts avenue, Albany street to Edward Everett square.
- Belgrade avenue, South street to Centre street (incomplete).
- Saratoga street, Bennington street to Winthrop Line.
- Centre street, Jamaicaway to Church street.

*Special Construction*

- Forest Hills Overpass (M. D. C.).
- East Boston Expressway.
- Fitzgerald Highway.
- Sullivan Square.
- West Street (Hyde Park) Railroad Bridge.

*Portable Detour Signs Issued*

Signs Issued	890	Receipts to Contractors	150
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- LEGEND:
- ONE-WAY, 24 HOURS
  - ONE-WAY, 4 PM TO 6 PM
  - NO PARKING, 24 HOURS
  - NO PARKING, 7 AM TO 6 PM
  - ... NO PARKING, 8 AM TO 10 AM
  - xxx NO PARKING, 4 PM TO 6 PM

EFFECTIVE: FEB. 11, 1952

# DOWN TOWN BOSTON 1951

CITY OF BOSTON  
BOSTON TRAFFIC COMMISSION  
WM. ARTHUR REILLY TRAFFIC COMMISSIONER

AUGUST 16 1951  
SCALE IN FEET  
0 100 200 300 400 500





*Temporary Votes Regulating Construction by Wards*

Ward 1 . . . . . 9	Ward 12 . . . . . 5
Ward 2 . . . . . 1	Ward 13 . . . . . 10
Ward 3 . . . . . 13	Ward 14 . . . . . 8
Ward 4 . . . . . 8	Ward 15 . . . . . 11
Ward 5 . . . . . 13	Ward 16 . . . . . 11
Ward 6 . . . . . 17	Ward 17 . . . . . 12
Ward 7 . . . . . 15	Ward 18 . . . . . 28
Ward 8 . . . . . 4	Ward 19 . . . . . 11
Ward 9 . . . . . 5	Ward 20 . . . . . 33
Ward 10 . . . . . 9	Ward 21 . . . . . 7
Ward 11 . . . . . 9	Ward 22 . . . . . 4

## DISTRICT DISTRIBUTION OF ONE-WAY STREETS

New During 1951 . . . . .	123
Boston Proper . . . . .	283
Brighton . . . . .	33
Charlestown . . . . .	44
Dorchester . . . . .	98
Roxbury . . . . .	95
East Boston . . . . .	5
Hyde Park . . . . .	1
South Boston . . . . .	27
West Roxbury . . . . .	57
Total . . . . .	643

## NEW ONE-WAY STREETS IN 1951

Alexander street, Dorchester.

From Bird street to Dudley street.

Arbutus street, Dorchester.

From Blue Hill avenue to Irma street.

Balsam street, Dorchester.

From Irma street to Blue Hill avenue.

Barton street, Boston Proper.

From Lowell street to Milton street.

Beethoven street, West Roxbury.

From Washington street to Arcadia street.

Birch street, West Roxbury.

From Corinth street to Penfield street.

Brinsley street, Dorchester.

From Columbia road to Strathcona road.

Broadway, Boston Proper.

From Tremont street to Park square.

Carver street, Boston Proper.

From Broadway to Eliot street.

Castlegate road, Roxbury.

From Normandy street to Blue Hill avenue.

Chambers street, Boston Proper.

From Cambridge street to Charles street.

Cohasset street, West Roxbury.

From Albano street to Corinth street.

Columbine street, Dorchester.

From Blue Hill avenue to Ashton street.

Columbus avenue, West Roxbury and Roxbury.

Southwest roadway adjacent to island from Washington street, southeasterly.

Commercial street, Boston Proper.

From Cross street to Lewis street.

Cotting street, Boston Proper.

From Nashua street to Leverett street.

Courtland road, Dorchester.

From Morton street to Greendale road.

Curve street, Boston Proper.

From Broadway to Albany street.

Deering road, Dorchester.

From Blue Hill avenue to Harvard street.

Dorchester avenue, Boston Proper and South Boston.

From southwesterly end of United States Parcel Post Building to West First street, 4 P.M. to 6 P.M.

Dore street, Boston Proper.

From Washington street to Tremont street.

Doris street, Dorchester.

From Auckland street to Dorchester avenue.

Eliot street, West Roxbury.

From Pond street to Centre street.

Estrella street, Dorchester.

From Harvard street to Morton street.

Fayston street, Dorchester and Roxbury.

From Mascoma street to Blue Hill avenue.

Gaston street, Roxbury.

From Blue Hill avenue to Warren street.

Goodale road, Dorchester.

From Wellington Hill street to Blue Hill avenue.

Greendale road, Dorchester.

From Courtland road to Wellington Hill street.

Intervale street, Dorchester and Roxbury.

From Warren street to Normandy street.

Lansdowne street, Boston Proper.

From Brookline avenue to Ipswich street.

Magnolia street, Dorchester.

From Dudley street to Bird street.

McLellan street, Dorchester.

From Blue Hill avenue to Bradshaw street.

Old Morton street, Dorchester.

From River street to Morton street.

Park Vale avenue, Brighton.

From Brighton avenue to Glenville avenue.



Pearl street, Dorchester.

From Pleasant street to Dorchester avenue.

Public Alley No. 438, Boston Proper.

From Arlington street to Berkeley street.

Public Alley No. 439, Boston Proper.

From Clarendon street to Dartmouth street.

Public Alley No. 440, Boston Proper.

From Dartmouth street to Exeter street.

Public Alley No. 441, Boston Proper.

From Exeter street to Fairfield street.

Public Alley No. 442, Boston Proper.

From Fairfield street to Gloucester street.

Public Alley No. 443, Boston Proper.

From Gloucester street to Hereford street.

Public Alley No. 909, Roxbury.

From Hemenway street to Massachusetts avenue.

Sewall street, Roxbury.

From Delle avenue to Tremont street.

Shawmut avenue, Boston Proper.

From Tremont street to Dover street.

South street, Boston Proper.

From Summer street to Boston & Albany Railroad property.

Tremont street, Boston Proper.

From Stuart street to Broadway.

Utica street, Boston Proper.

From the Boston & Albany Railroad property to Kneeland street.

Valentine street, Roxbury.

From Washington street to Fulda street.

Wales street, Dorchester.

From Blue Hill avenue to Talbot avenue.

Wardman road, Roxbury.

From Westminster avenue to Walnut park.

Warrenton street, Boston Proper.

From Stuart street to Washington street.

West First street, South Boston.

From Dorchester avenue to A street.

Willard street, Boston Proper.

From Leverett street to Lowell street.

Bowdoin street, Boston Proper.

From Cambridge street to Mt. Vernon street.

From Beacon street to Mt. Vernon street.

Dunster road, West Roxbury.

From Pond street to Centre street.

Prospect street, Boston Proper.

From Merrimac street to Lyman street.

Starr Lane, West Roxbury.

From Seaverns avenue to Centre street.

Allston street, Charlestown.

From Medford street to Bunker Hill street.

Cordis street, Charlestown.

From Warren street to High street.

Elm street, Charlestown.

From High street to Medford street.

Green street, Charlestown.

From Bunker Hill street to Main street.

Lawrence street, Boston proper.

From Dartmouth street to Berkeley street.

Park street, West Roxbury.

From Centre street to Corey street.

Pearl street, Charlestown.

From High street to Medford street.

Sedgwick street, West Roxbury.

From Elm street to South street.

Sullivan street, Charlestown.

From Bunker Hill street to Russell street.

Thompson street, Charlestown.

From Main street to Warren street.

Wood street, Charlestown.

From Main street to High street.

Boylston street, Boston Proper.

From Clarendon street to Charles street.

Charlotte street, Dorchester.

From Bradshaw street to Blue Hill avenue.

Clarendon street, Boston Proper.

From Columbus avenue to Warren avenue.

Columbia road, Dorchester.

Part on south side of traffic island in front of No. 531.

Dorrance street, Charlestown.

From Main street to Arlington avenue.

Fairland street, Roxbury.

From Mt. Pleasant avenue to Moreland street.

Kittredge street, West Roxbury.

From Clifftondale street to Washington street.

Lowney Way, Charlestown.

From Bunker Hill street to Mt. Vernon street.

Mystic street, Charlestown.

From Medford street to Bunker Hill street.

Ramsey street, Dorchester.

From Dudley street to Hamlet street.

Rose street, Boston Proper.

From Harrison avenue to Albany street.

St. Lukes road, Brighton.

From the passageway between Nos. 6 and 8 St. Lukes road to Commonwealth avenue.

Sayward street, Dorchester.

From Columbia road to Bird street.

Worthington street, Roxbury.

From Longwood avenue to Tremont street.

Appleton street, Boston Proper.

From Longwood avenue to Tremont street.

Beacon street, Boston Proper.

From Charles street to Arlington street,

From Berkeley street to entrance to Storrow Memorial Drive.

Beaufort road, West Roxbury.

From Centre street to Lakeville road.

Bypass road, Boston Proper and Roxbury.

From Park Drive to Riverway.

Chandler street, Boston Proper.

From Tremont street to Columbus avenue.

Donald road, Dorchester.

From Blue Hill avenue to Harvard street.

East street, Dorchester.

From Wilkinson park to Dorchester avenue.

Eastburn street, Brighton.

From Washington street to Mt. Vernon street.

Englewood avenue, Brighton.

From Sutherland road to Chestnut avenue.

Greenock street, Dorchester.

From Harvard street to Blue Hill avenue.

Hathaway street, West Roxbury.

From Centre street to Bardwell street.

Hollander street, Roxbury.

From Humboldt avenue to Crawford street.

Homestead street, Roxbury.

From Elm Hill avenue to Walnut avenue.

Hopestill street, Dorchester.

From Southern avenue to Aspinwall road.

Lakeville road, West Roxbury.

From Beaufort road to Centre street.

Liston street, Dorchester.

From Woolson street to Morton street.

Maybury street, Roxbury.

From Quincy street to Holborn street.

Rexford street, Dorchester.

From Cummins Highway to Blue Hill avenue.

Ruthven street, Roxbury.

From Walnut avenue to Elm Hill avenue.

Sachem street, Roxbury.

From Calumet street to Hillside street.

School street, Charlestown.

From Bunker Hill street to High street.

Sutton street, Dorchester.

From Woolson street to Morton street.

Upton street, Boston Proper.

From Shawmut avenue to Tremont street.

Verrill street, Dorchester.

From Morton street to Woolson street.



- Weldon street, Roxbury.  
From Holborn street to Quincy street.
- Wenham street, West Roxbury.  
From Walk Hill street to Weld Hill street.
- Wildwood street, Dorchester.  
From Morton street to Woolson street.
- Woodbury street, Boston Proper.  
From Shawmut avenue to Washington street.
- Cypress street, West Roxbury.  
From Spring street to Baker street.
- Dean street, Dorchester and Roxbury.  
From Judson street to Howard avenue.
- East Cottage street, Dorchester.  
From Columbia road to Dorchester avenue.
- Hudson street, Boston Proper.  
From Beach street to Kneeland street.  
From Curve street to Kneeland street.
- Jenkins street, South Boston.  
From Dorchester street to Old Colony avenue.
- Julian street, Dorchester and Roxbury.  
From Howard avenue to Judson street.
- Pasadena road, Dorchester and Roxbury.  
From Blue Hill avenue to Columbia road.
- Schiller street, Roxbury.  
From Minden street to Heath street.
- Waverly street, Brighton.  
From Leo M. Birmingham Parkway to South Waverly street.
- River street, Boston Proper.  
From Beacon street to Mt. Vernon street.
- Seaver street, Roxbury.  
Part on easterly side of island from Seaver street proper to Walnut avenue.
- Spaulding street, Dorchester.  
From Train street to Daly street.
- Templeton street, Dorchester.  
From Dorchester avenue to Florida street.

## STOP STREETS ESTABLISHED IN 1951

		No. of Streets
Ward 1.	Porter street, north side, at London street.	1
Ward 2.	Cambridge street, at Parker street, at Stark street.	1
Ward 3.	Harrison avenue, at Waltham street.	1
Ward 4.	Ruggles street, at Forsyth street.	3
	Dartmouth street, at Warren avenue.	
	Longwood avenue, at Pilgrim road.	

Ward 5.	Berkeley street, at Marlborough street. Clarendon street, at Marlborough street. Beacon street, southeast side, at Charlesgate East. Berkeley street, at Chandler street. Clarendon street, at Chandler street.	5
Ward 6.	P street, at East Broadway.	1
Ward 7.	Columbia road, at Annabel street, at Holden street.	1
Ward 8.	Harrison avenue, at East Brookline street.	1
Ward 9.	Vernon street, at Cabot street.	1
Ward 10.	Heath street, at Bickford avenue.	1
Ward 11.	Amory street, at Boylston street. Washington street, at Brinton street. Marcella street, at Townsend street. Amory street, at Atherton street. Walnut avenue, at Dale street.	4
Ward 12.	Harold street, at Crawford street. Warren street, at Elm Hill avenue, at Waumbek street. Humboldt avenue, at Townsend street. Seaver street, at Elm Hill avenue.	4
Ward 13.	Magnolia street, at Bird street, at Wayland street. Columbia road, at Davern avenue.	2
Ward 15.	Columbia road, at Bird street.	1
Ward 16.	Neponset avenue, at Minot street. Florida street, at Lonsdale street.	2
Ward 18.	Central avenue, at West street. Washington street, at Garfield avenue. Walk Hill street, at Canterbury street, at Harvard street. Babson street, at Fremont street. Hyde Park avenue, at Blakemore street.	5
Ward 19.	Elm street, at Everett street, at Gordon street, at Seaverns avenue. Walk Hill street, at Wachusett street. Walk Hill street, at Bourne street.	3
Ward 20.	Weld street, at Church street, at Manthorne road. Centre street, at Lorette street, at St. Theresa avenue.	2
Ward 21.	Gardner street, at Malvern street. Allston street, at Summit avenue. Cambridge street, at Garden street. Corey road, at Summit avenue. Kelton street, at Brainerd road, at Corey road. Washington street, at Corey road.	6
Ward 22.	Cambridge street, at Franklin street, at Harvard avenue.	1

## SUMMARY OF PARKING PROHIBITIONS ESTABLISHED IN 1951

Ward 1 . . . . .	1	Ward 12 . . . . .	8
Ward 2 . . . . .	6	Ward 13 . . . . .	3
Ward 3 . . . . .	25	Ward 14 . . . . .	6
Ward 4 . . . . .	5	Ward 15 . . . . .	1
Ward 5 . . . . .	24	Ward 17 . . . . .	1
Ward 6 . . . . .	9	Ward 18 . . . . .	7
Ward 7 . . . . .	7	Ward 19 . . . . .	6
Ward 8 . . . . .	10	Ward 20 . . . . .	3
Ward 9 . . . . .	3	Ward 21 . . . . .	6
Ward 10 . . . . .	14	Ward 22 . . . . .	5
Ward 11 . . . . .	16		
Total . . . . .			166

### PARKING PROHIBITIONS ESTABLISHED DURING 1951

#### WARD 1

Border street, east side, from a point 60 feet south of Falcon street to Falcon street, 7 A.M. to 6 P.M.

#### WARD 2

Roland street, both sides, from Carter street to Crescent street, 7 A.M. to 6 P.M.

Walker street, northwest side, from Wall street to Main street, 24 hours.

Wall street, northeast side, from Sullivan street to Walker street, 24 hours.

Auburn street, northwest side, from Bunker Hill street to Main street, 24 hours.

Main street, northeast side, from Green street to Wood street, 24 hours.

Wood street, both sides, from High street to Main street, 24 hours.

#### WARD 3

Cobb street, south side, from Shawmut avenue to Washington street, 7 A.M. to 6 P.M.

Court square, east side, easterly arm, from the south property line of No. 10 Court square to a point 45 feet north of the south property line of No. 10 Court square, 24 hours.

Lewis street, both sides, from Commercial street to North street, 24 hours.

Milk street, south side, from Washington street to Hawley street, 7 A.M. to 6 P.M.

Somerset street, east side, from Pemberton square to opposite the northerly street line of Ashburton place, 24 hours.



Upton street, northeast side, from Shawmut avenue to Tremont street, 24 hours.

Chauncy street, northwest side, from Summer street to Avon street, 7 A.M. to 6 P.M.

Essex street, south side, from a point 73 feet east of Lincoln street to a point 117 feet east of Lincoln street, 7 A.M. to 6 P.M.

McKinley square, east side, westerly arm, from Central street to State street, 24 hours; west side, easterly arm, from Central street to State street, 24 hours.

Portland street, northeast side, from Hanover street to Merrimac street, 7 A.M. to 6 P.M.; both sides, from Merrimac street to Causeway street, 7 A.M. to 6 P.M.

Prospect street, both sides, from Merrimac street to Lyman street, 24 hours.

Randolph street, northeast side, from Harrison avenue to a point 100 feet southeast of Harrison avenue, 7 A.M. to 6 P.M.

India street, southwest side, from Custom House street to India square, 7 A.M. to 6 P.M.; both sides, from India square to Atlantic avenue, 7 A.M. to 6 P.M.

Myrtle street, west and south side, from Revere street to Anderson street, 24 hours.

Prospect street, east side, from Merrimac street to Lyman street, 24 hours.

Milk street, north side, from Post Office square to India street, 7 A.M. to 6 P.M.

Pearl street, southwest side, from Purchase street to Atlantic avenue, 7 A.M. to 6 P.M.

Barton street, northwest side, from Lowell street to Milton street, 24 hours.

Blossom street, west side, from Cambridge street to Allen street, 24 hours.

Cambridge street, south side, from a point 80 feet west of Howard street to West Cedar street, 8 A.M. to 10 P.M.

Chardon court, all sides, from Chardon street to dead end, 24 hours.

Charles street, west side, from Cambridge street to Beacon street, 7 A.M. to 6 P.M.

Cotting street, northwest side, from Nashua street to Leverett street, 24 hours.

Utica street, both sides, from Kneeland street to Boston & Albany Railroad property, 24 hours.

Willard street, northwest side, from Leverett street to Lowell street, 24 hours.

#### WARD 4

Riverway, south and southwest side, from Brookline avenue to the easterly property line of No. 154 Riverway, 24 hours.

Edgar street, north side, from Parker street to Mechanic street, 24 hours.

Huntington avenue, southeast side, from Oxford terrace to Stuart street, 24 hours.

Mechanic street, west side, from Edgar street to Ruggles street to Ward street, 24 hours.

Parker street, east side, from Ruggles street to Ward street, 24 hours.

#### WARD 5

Charlesgate East, east side, from Commonwealth avenue to Beacon street, 4 P.M. to 6 P.M.; west side, from Commonwealth avenue to Beacon street, 24 hours..

Charlesgate West, east side, from Commonwealth avenue to Beacon street, 24 hours; west side, from Boylston street to Commonwealth avenue, 4 P.M. to 6 P.M.

Chestnut street, north side, from Willow street to Charles street, 24 hours.

Clarendon street, northeast side, from Columbus avenue to Boylston street, 4 P.M. to 6 P.M.

Arlington street, southwest side, from Public Alley No. 422 to Public Alley No. 421, 4 P.M. to 6 P.M.; southwest side, from Public Alley No. 421 to Beacon street, 24 hours.

Beacon street, north side, from Beaver street to the entrance to Storrow Memorial Drive, 7 A.M. to 6 P.M.

Bypass road, both sides, from Park Drive to Riverway, 24 hours.

Beacon street, south side, from Arlington street to a point 150 feet west of Arlington street, 24 hours.

Arlington street, southwest side, from Stuart street to St. James avenue, 8 A.M. to 10 A.M.

Church street, east side, from Columbus avenue to Stuart street, 24 hours.

Jersey street, east side, from Boylston street to Brookline avenue, 24 hours.

Lawrence street, southeast side, from Dartmouth street to Berkeley street, 24 hours; northwest side, from a point 100 feet southwest of Berkeley street to Berkeley street, 7 A.M. to 6 P.M.

Stuart street, north side, from Arlington street to a point 230 feet east of Huntington avenue to Huntington avenue, 24 hours.

Berkeley street, southwest side, from Boylston street to Commonwealth avenue, 4 P.M. to 6 P.M.; both sides, from Commonwealth avenue, south roadway, to Commonwealth avenue, north roadway, 24 hours; southwest side, from Commonwealth avenue to Beacon street, 4 P.M. to 6 P.M.

Charlesgate East, both sides, from Commonwealth avenue, south roadway, to Commonwealth avenue, north roadway, 24 hours.

Charlesgate West, both sides, from Commonwealth avenue, south roadway, to Commonwealth avenue, north roadway, 24 hours.

Clarendon street, northeast side, from Boylston street to Commonwealth avenue, 24 hours; both sides, from Common-



wealth avenue, south roadway, to Commonwealth avenue, north roadway, 24 hours; northeast side, from Commonwealth avenue to Beacon street, 24 hours.

Dartmouth street, both sides, from Commonwealth avenue, south roadway, to Commonwealth avenue, north roadway, 24 hours.

Grove square, both sides, from Myrtle street to dead end, 24 hours.

Hereford street, both sides, from Commonwealth avenue, south roadway, to Commonwealth avenue, north roadway, 24 hours.

Eliot street, north side, from Stuart street to Columbus avenue, 24 hours.

Essex street, north side, from Harrison avenue to South street, 7 A.M. to 6 P.M.; both sides, from South street to Atlantic avenue, 7 A.M. to 6 P.M.; Isabella street, south side, from Arlington street to a point 146 feet west of Arlington street, 7 A.M. to 6 P.M.

Lansdowne street, south side, from Brookline avenue to Ipswich street, 24 hours.

#### WARD 6

F street, southeast side, from West Broadway to West Fourth street, 7 A.M. to 6 P.M.

West Fourth street, both sides, from Dover street at easterly end of bridge to Dorchester avenue, 24 hours.

Dorchester avenue, east side, from West Fourth street to Leeds street, 7 A.M. to 6 P.M.; west side, from West Fourth street to Dexter street, 7 A.M. to 6 P.M.

A street, both sides, from West Broadway to West Fourth street, 7 A.M. to 6 P.M.

Fargo street, both sides, from B street to C street, 24 hours.

Dorchester street, northwest side, from West Broadway to West Third street, 7 A.M. to 6 P.M.; southeast side, from East Broadway to East Third street, 7 A.M. to 6 P.M.

A street, southeast side, from Richards street to opposite Baldwin street, 24 hours.

B street, northwest side, from West First street to West Second street, 24 hours; southeast side, from West Third street to Athens street, 7 A.M. to 6 P.M.

West Broadway, northeast side, from a point 340 feet northwest of A street to a point 90 feet northwest of A street, 7 A.M. to 6 P.M.

West Third street, southwest side, from B street to a point 105 feet southeast of B street, 7 A.M. to 6 P.M.

#### WARD 7

Belden street, both sides, from Dudley street to a point 115 feet northeast of Hamlet street, 24 hours.

Humphreys street, southeast side, from Dudley street to East Cottage street, 24 hours.



Wendover street, west side, from Dudley street to a point 40 feet north of Dudley street, 24 hours.

Holden street, north side, from Columbia road to Belden street, 7 A.M. to 6 P.M.

Boston street, east side, from Dorchester avenue to Roseclaire street, 8 A.M. to 10 A.M.; west side, from Dorchester avenue to opposite Roseclaire street, 4 P.M. to 6 P.M.; both sides, from Roseclaire street to Columbia road, 24 hours.

Mt. Vernon street, north side, from Boston street to a point 94 feet east of Boston street, 24 hours.

Columbia road, southeast side, from extension of northerly street line of Elder street to a point 47 feet northerly, 24 hours; southeast side, from East Cottage street to a point 47 feet northeast of the extension of the northerly street line of Elder street, 8 A.M. to 10 A.M.

#### WARD 8

Allerton street, from Magazine street to Rusfield street, 24 hours.

Norfolk avenue, southwest side, from East Cottage street to bridge over New York, New Haven & Hartford Railroad, 24 hours.

Albany street, southeast side, from Massachusetts avenue to Southampton street, 8 A.M. to 10 A.M.; northwest side, from Massachusetts avenue to Northampton street, 4 P.M. to 6 P.M.

Northampton street, both sides, from Shawmut avenue to Washington street, 24 hours; southwest side, from Washington street to Harrison avenue, 24 hours.

East Brookline street, southwest side, from Harrison avenue to a point 170 feet southeast of Harrison avenue, 7 A.M. to 6 P.M.

Albany street, from Hampden street to Yeoman street, 24 hours.

Albion street, north side, from Dudley street to Clifton street, 24 hours.

Burrell street, south side, from Dudley street to Clifton street, 24 hours.

Mt. Pleasant avenue, northeast side and north side, from Vine street to Forest street, 24 hours.

Yeoman street, southwest side, from Albany street to Hampden street, 24 hours.

#### WARD 9

Lenox street, southwest side, from Tremont street to Shawmut avenue, 24 hours.

Oakland street, north side, from Washington street to Thornton street, 24 hours.

Ruggles street, north side, from Tavern street to Parker street, 24 hours.

## WARD 10

Chestnut avenue, west side, from Centre street to Priesing street, 24 hours.

Parker street, west side, from Bromley park to Centre street, 24 hours.

Terrace street, west side, from a point 185 feet south of Tremont street to Tremont street, 24 hours.

Huntington avenue, northwest side, from Longwood avenue to Worthington street, 4 P.M. to 6 P.M.; northwest side, from Worthington street to a point 100 feet northeast of Wigglesworth street, 7 A.M. to 6 P.M.; northwest side, from a point 100 feet northeast of Wigglesworth street to Riverway, 4 P.M. to 6 P.M.

Wyman street, west side, from a point 110 feet south of Centre street to a point 230 feet south of Centre street, 7 A.M. to 6 P.M.

Sachem street, south side, from Parker Hill avenue to Wait street, 24 hours; north side, from Parker Hill avenue to a point 50 feet east of Parker Hill avenue, 24 hours.

South Whitney street, east side, from Tremont street to dead end, 24 hours.

Heath street, north side, from Wensley street to opposite Day street, 7 A.M. to 6 P.M.

Huntington avenue, southeast side, from Longwood avenue to a point 80 feet northeast of Tremont street, 8 A.M. to 10 A.M.; southeast side, from a point 80 feet northeast of Tremont street to Tremont street, 24 hours; southeast side, from Tremont street to Jamaica way, 8 A.M. to 10 A.M.

Perkins street, north side, from Jamaica way to opposite Pond View avenue, 24 hours.

Riverway, east side, from Longwood avenue to Brookline avenue, 24 hours.

Smith street, both sides, from Parker street to St. Alphonsus street, 7 A.M. to 6 P.M.

Terrace street, both sides, from New Heath street to a point 300 feet north of New Heath street, 24 hours.

Ward street, south side, from Huntington avenue to Parker street, 24 hours.

## WARD 11

Carolina avenue, south side, from South street to Call street, 24 hours.

Forest Hills street, west side, from Washington street to Glen road, 24 hours.

Marcella street, northeast side, from Washington street to Thornton street, 7 A.M. to 6 P.M.

Bragdon street, southwest side, from Amory street to Miles street, 7 A.M. to 6 P.M.

McBride street, north side, from Call street to a point 215 feet east of Call street, 24 hours.



Morton street, south side, from Washington street to Forest Hills street, 24 hours; north side, from Arborway to a point 325 feet east of Arborway, 24 hours.

School street, northeast side, from Walnut avenue to Dixwell street, 24 hours.

Tower street, northeast side, from Hyde Park avenue to a point 100 feet southeast of Hyde Park avenue, 24 hours.

West Walnut park, southwest side, from Amory street to opposite Miles street, 7 A.M. to 6 P.M.

Boylston street, northeast side, from Amory street to Washington street, 24 hours.

Glen road, south side, from Washington street to boundary line of Franklin Park, 24 hours.

Tower street, both sides, from Hyde Park avenue to a point 100 feet southeast of Hyde Park avenue, 24 hours.

Amory street, west side, from Green street to Boylston street, 24 hours; west side, from Marbury terrace to Centre street, 7 A.M. to 6 P.M.

Asticou road, both sides, from St. Ann street to Washington street, 24 hours.

Forest Hills street, both sides, from Glen road to a point 100 feet south of Glen road, 24 hours.

Glen road, south side, from Washington street to Glade avenue, 24 hours.

#### WARD 12

Sunderland street, north side, from Warren street to Blue Hill avenue, 24 hours.

Wabon street, north side, from Warren street to Wabeno street, 7 A.M. to 6 P.M.

Clifford street, southwest side, from Warren street to Blue Hill avenue, 24 hours.

Perrin street, northwest side, from Waverly street to Moreland street, 24 hours.

Rockville park, north side, southerly arm, from northerly arm to dead end, 24 hours; north side, northerly arm, from Warren street to dead end, 24 hours.

Cliff street, southwest side, from Washington street to a point 115 feet southeast of Washington street, 7 A.M. to 6 P.M.

Georgia street, southwest side, from Segel street to a point 40 feet southeast of Segel street, 24 hours.

Waverly street, southwest side, from Warren street to opposite Perrin street, 24 hours.

#### WARD 13

Dove street, north side, from Blue Hill avenue to Dacia street, 24 hours.

Brook avenue, north side, from a point 100 feet west of 573 Dudley street to 573 Dudley street, 24 hours.

Alexander street, west side, from Dudley street to Lebanon street, 24 hours.



## WARD 14

Bowdoin avenue, east side, from Bowdoin street to Rosseter street, 24 hours.

Lawrence avenue, south side, from a point 200 feet east of Blue Hill avenue to Blue Hill avenue, 24 hours.

Columbia road, northwest roadway, southwest side, from Edward Everett square to Blue Hill avenue, 24 hours; southeast roadway, northwest side, from Edward Everett square to Blue Hill avenue, 24 hours.

Mt. Bowdoin terrace, southwest side, from Mallon road to Eldon street, 24 hours.

Columbia road, southeast side, from extension of the northerly street line of Elder street to Blue Hill avenue, 8 A.M. to 10 A.M.

Geneva avenue, south side, from Blue Hill avenue to opposite Normandy street, 7 A.M. to 6 P.M.

## WARD 15

Bowdoin street, west side, from Hancock street to a point 100 feet south of Hancock street, 24 hours.

## WARD 17

West Tremlett street, south side, from Washington street to Whitfield street, 24 hours.

## WARD 18

Central avenue, east side, from Arlington street to Metropolitan avenue, 7 A.M. to 6 P.M.

Davison street, southeast side, from Fairmount avenue to a point 200 feet northeast of Fairmount avenue, 24 hours.

Everett street, south side, from Harvard avenue to Hyde Park avenue, 24 hours.

Pierce street, northwest side, from Fairmount avenue to a point 200 feet northeast of Fairmount avenue, 24 hours.

Dale street, south side, from Washington street to Warren street, 24 hours.

River street, southeast side, from Wood avenue to Le Fevre street, 7 A.M. to 6 P.M.

Mildred avenue, northwest side, from Babson street to dead end, 24 hours.

## WARD 19

Beaufort road, north side, from Centre street to Lakeville road, 24 hours.

Lakeville road, east and north side, from Beaufort road to Centre street, 24 hours.

Blakemore street, south side, from Hyde Park avenue to Brown avenue, 24 hours; north side, from bridge over New York, New Haven & Hartford Railroad to Florence street, 24 hours.

Burroughs street, southwest side, from Centre street to Pond street, 24 hours.

Sedgwick street, south side, from South street to opposite Elm street, 24 hours.

Starr Lane, north side, from Seaverns avenue to Centre street, 24 hours.

#### WARD 20

Corey street, southwest side, from Henshaw terrace to Centre street, 24 hours.

Cohasset street, southeast side, from a point 70 feet west of Corinth street to a point 110 feet southwest of Corinth street, 7 A.M. to 6 P.M.

St. Theresa avenue, northeast side, from Centre street to Homewood road, 24 hours.

#### WARD 21

Corey road, northwest side, from Washington street to a point 200 feet northeast of Washington street, 24 hours.

Corey road, southeast side, from Washington street to Westbourne terrace, 24 hours.

Medfield street, north side, from St. Mary's street to Park Drive, 24 hours.

Malvern street, both sides, from Commonwealth avenue to Gardner street, 7 A.M. to 6 P.M.

St. Lukes road, east side, from Brighton avenue to Commonwealth avenue, 7 A.M. to 6 P.M.

Chester street, west side, from Commonwealth avenue to Brighton avenue, 24 hours.

#### WARD 22

Herrick street, west side, from Hichborn street to a point 95 feet south of Hichborn street, 7 A.M. to 6 P.M.

Faneuil street, north side, from opposite Sanderson place to Goodenough street, 24 hours.

Waldo terrace, both sides, from Washington street to Henshaw street, 24 hours.

Barrows street, east side, from Cambridge street to a point 60 feet south of Cambridge street, 24 hours.

Franklin street, east side, from Cambridge street to opposite Braintree street, 24 hours.

#### HEAVY COMMERCIAL VEHICLES EXCLUDED FROM THE FOLLOWING STREETS IN 1951

Ward 13. Edison Green, Dorchester, from Dorchester avenue to Pond street.

Ward 22. Faneuil street, Brighton, from Market street to Bigelow street.

## SIGNS PLACED IN 1951

No Parking Any Time 703	No Parking Loading Zone 28	No Stopping Fire House 10	No Parking 7-6 No Deliveries No Collections 4-6 47	No Parking Any Time No Deliveries No Collections 4-6 23
Motor Vehicles Excluded 3	Commercial Vehicles Excluded 7	No Parking Here to Corner 3	Meter No Parking 8-10 144	Meter No Parking 4-6 165
Meter No Parking 7-6 14	Heavy Trucks Excluded 27	2-Way Keep Right 5	No Parking Between 23	Left Lane Left Turn 3
Arrows 210	D-14 7	Hospital 8	No Right Turn 30	No Left Turn 33
No Parking 7-6 175	Reflectors 10	School 10	Crosswalks 2	Playground 3
Not Thru Street 2	Dead End 18	Keep Right 5	Stop Line 1	Specials 100
Stops 88	Coasting 86	Slow 33	No Parking 8-10 12	No Parking 4-6 12
Children 52	Right Turn Only 13	Left Turn Only 3	Do Not Enter 181	

GRAND TOTAL — 2,293



## STREET PAINTING

TYPES OF PAINTING	January 4, 1950 to December 31, 1950	January 5, 1951 to December 31, 1951
Crosswalks.....	2,534	3,238
Center Lines.....	156	218
Lane Lines.....	148	64
Stop Lines.....	107	169
Slow.....	1,242	1,677
Parking Meter Lines.....	19,813	19,097
Sign Poles.....	810	27
Curbs.....	2	2
Signal Light Housings.....	181	0
Single.....	47	0
Double.....	50	0
Triples.....	4	0
Quads.....	1	0
Safety Zones.....	16	2
Stop.....	0	169
Painting Days.....	156	167

## SIGN SHOP DIVISION

## SPRAY BOOTH

Plates Spray=Painted (1951)

MONTH	AMOUNT
January . . . . .	468
February . . . . .	577
March . . . . .	467
April . . . . .	859
May . . . . .	566
June . . . . .	395
July . . . . .	527
August . . . . .	490
September . . . . .	537
October . . . . .	975
November . . . . .	657
December . . . . .	555
Total . . . . .	7,073

## TRAFFIC SIGNAL DIVISION

During 1951, 45 new sets of traffic signals were put into operation at the following locations:

*Isolated*

- Ward 2. Cambridge street, Parker street, and Stark street.  
Chelsea street and Wapping street.
- Ward 4. Parker street and Ruggles street.
- Ward 6. D street and West Seventh street.
- Ward 7. \*Annabel street, Columbia road, and Holden street.  
\*Columbia road, Dudley street, and Stoughton street.  
\*Edward Everett square.
- Ward 8-9. East Newton street, Washington street, and West  
Newton street.
- Ward 9. Ruggles street and Tremont street.  
Tremont street and Whittier street.
- Ward 9-10. Parker street and Tremont street.
- Ward 10. Bickford avenue and Heath street.  
Centre street, Chestnut avenue, and Parker street.
- Ward 11. Amory street and Atherton street.  
Columbus avenue and New Heath street.
- Ward 11-12. Columbus avenue, Seaver street and Walnut  
avenue.
- Ward 12. \*Columbia road and Seaver street.  
Quincy street, Townsend street, and Warren street.
- Ward 13. \*Bird street, and Columbia road.  
\*Columbia road and Davern avenue.  
\*Columbia road and Quincy street.  
Dudley street, under New York, New Haven &  
Hartford Railroad Bridge (flasher).  
Pleasant street, Savin Hill avenue, and Sawyer  
avenue.  
Pleasant street and Stoughton street.
- Ward 14-15. \*Brinsley street, Columbia road, and Geneva  
avenue.
- Ward 14-18. American Legion Highway and Walk Hill street.
- Ward 16. Adams street and Gibson street.  
Ashmont street, Freeport street, and Neponset  
avenue.  
Dorchester avenue, Melville avenue, and Parkman  
street.  
Minot street and Neponset avenue.
- Ward 18. Central avenue and West street.
- Ward 19. Wachusett street and Walk Hill street.
- Ward 21. Buick street, Commonwealth avenue, and St. Paul  
street.

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\* Denotes signals installed by Massachusetts Department of Public Works under chapter 90 of the General Laws and turned over to the Boston Traffic Commission for permanent maintenance.

Ward 21-22. Cambridge street, Sparhawk street, and Warren street.

Ward 22. Washington street near Champney street (flasher).  
Washington street at Presentation Church.

*Unit 1 (Downtown System)*

Charles street, at center gate between Common and Public Garden.

Charles street and Chestnut street.

Harrison avenue and Kneeland street.

Kneeland street and Tyler street.

*Unit 2 (Back Bay System)*

Albany street, at Boston City Hospital.

Boylston street, Hemenway street and Ipswich street.

Exeter street, Huntington avenue and Stuart street.

Harrison avenue and Northampton street.

Hemenway street and Westland avenue.

During the year, the traffic signals at the two following locations were permanently removed because of new highway construction by the Metropolitan District Commission:

Allen street and Charles street (new Storrow Memorial Embankment).

Arborway and South street (new overpass).

The total number of traffic signals, including warning flashers, now being maintained by this department is 294.

Plans are now being prepared for approximately 25 new signals to be installed during 1952.

Modern signal controllers with pedestrian push-button actuation were substituted for obsolete controllers at the following intersections:

Albany street and Massachusetts avenue.

Codman square.

Columbia road and Washington street.

Columbus avenue, Ruggles street and Whittier street.

Huntington avenue, Louis Prang street and Ruggles street.

Market street and North Beacon street.

Additional signal posts for improved operation were added at the following signalized locations:

Codman square.

Market street and North Beacon street.



During 1951, two police officers' spotlight poles were moved from unused locations to the following new locations:

Brookline avenue and Riverway (opposite Fenwood road).  
Congress street and Dorchester avenue.

Ninety-one spotlights are being maintained by this department for the illumination and safety of traffic officers during late afternoon and evening hours.

*Unit 1*

49 pretimed  
1 pedestrian signal  
3 flashers (warning)

*Unit 2*

70 pretimed  
2 flashers (warning)

*Isolated*

49 pretimed  
45 pedestrian signals  
26 bridge flashers  
2 bridge signals (manual)  
12 flashers (warning)  
1 traffic-actuated

*Totals*

168 pretimed  
46 pedestrian signals  
1 traffic actuated  
17 warning flashers (except bridges)  
26 bridge warning flashers  
2 bridge signals (manual)

BOSTON TRAFFIC COMMISSION SIGNAL SHOP  
ANALYSIS OF TROUBLE CALLS DURING THE YEAR 1951

DESCRIPTION OF TROUBLE	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total for Year
Bulbs replaced.....	386	257	306	256	312	253	256	326	281	320	298	276	3,527
Board trouble.....	2	2	4	1	4	2	6	1	—	3	3	2	30
Clock trouble.....	6	8	6	6	8	4	5	3	7	7	6	14	80
Flashers knocked down and replaced.....	1	2	—	—	—	1	2	1	—	—	—	3	10
Found no trouble.....	9	17	9	19	17	20	18	21	16	26	27	29	228
Fuse blown.....	4	2	6	8	9	17	9	17	10	21	15	20	138
Housing changed.....	4	—	9	26	2	—	1	1	1	—	1	1	46
Housing repaired on street.....	16	10	3	3	8	12	7	9	13	12	17	16	126
Housing knocked down and replaced.....	3	7	5	1	5	5	3	5	4	3	5	4	50
No. 1 Posts knocked down and replaced.....	3	5	8	1	5	3	3	6	—	2	5	4	45
No. 2 Posts knocked down and replaced.....	—	1	—	—	1	1	—	1	1	—	2	2	9
Miscellaneous *.....	12	10	6	6	14	6	18	11	12	30	28	17	170
Push-button trouble.....	9	13	15	18	16	16	14	8	12	20	30	23	194
Relay trouble.....	7	12	15	14	29	17	14	15	12	36	28	18	217
Spot lamps refocused.....	—	3	3	1	—	—	1	2	—	13	3	4	30
Spot lamps replaced.....	11	5	6	4	1	4	5	5	2	9	9	15	76
Timer trouble.....	12	20	11	17	17	21	21	6	15	16	13	14	183
Timers replaced.....	7	3	1	6	13	5	4	13	7	9	18	1	87
Total number of calls.....	372	294	326	285	372	333	311	358	346	410	435	371	4,213

Vehicular Miles Traveled for Signal Maintenance, 61,891

\* Miscellaneous includes: Put lights on; changed lens; cleaned contacts; checked clock time; put flasher on; put on regular sequence; changed time; etc.

## TRAFFIC SIGNAL LOCATIONS

LEGEND:	F	Flasher	FT	Fixed-Time
	PF	Pedestrian Flasher	M	Manual
	FH	Fire House Control	TA	Traffic-Actuated

*Unit 1 (Downtown System)*

Int. No.	Type	Location
26	FT	Adams square.
59	FT	Arch street, Chauncy street and Summer street.
4	FT	Avery street and Tremont street.
18	FT	Avery street, Hayward place, and Washington street.
20	FT	Avon street, Temple place, and Washington street.
16	FT	Beach street, La Grange street, and Washington street.
65	FT	Beacon street and Charles street.
9	FT	Beacon street and Park street.
11	FT	Beacon street, School street, and Tremont street.
19	FT	Bedford street, Washington street, and West street.
13	FT	Bowdoin square.
125	F	Bowdoin street and Cambridge street.
66	FT	Boylston street, Charles street, and Park square.
123	PF	Boylston street and Church street.
17	FT	Boylston street, Essex street, and Washington street.
3	FT	Boylston street and Tremont street.
12	FT	Brattle street and Scollay square.
103	FT	Broadway and Eliot street.
395	FT	Broadway and Harrison avenue.
69	FT	Broadway and Shawmut avenue.
67	FT	Broadway and Stuart street.
68	FT	Broadway and Tremont street.
111	FT	Broadway and Washington street.
10	FT	Bromfield and Tremont street.
412	FT	Cambridge street, Chambers street and Joy street.
121	FT	Cambridge street, Staniford street, and Temple street.
140	FT	Charles street and Chestnut street.
141	FT	Charles street and Mt. Vernon street.
142	FT	Charles street and Pinckney street.
12	FT	Court street, Scollay square and Tremont street.
25	FT	Court street, State street, and Washington street.
299	FT	Cross street and Hanover street.
124	FT	Elm street and Washington street.
22	FT	Franklin street and Washington street.
35	FT	Hanover street, Parmenter street, and Richmond street.



Int. No.	Type	Location
12	FT	Hanover street, Scollay square, and Sudbury street.
331	FT	Hanover street and Union street.
27	FT	Hanover street and Washington street.
367	FT	Harrison avenue and Kneeland street.
119	FT	Hawley street and Summer street.
113	F	Hollis street and Washington street.
15	FT	Kneeland street, Stuart street, and Washington street.
401	FT	Kneeland street and Tyler street.
2	FT	La Grange street and Tremont street.
23	FT	Milk street and Washington street.
8	FT	Park street and Tremont street.
24	FT	School street and Washington street.
115	F	Shawmut avenue, Tremont street, and Warrenton street.
1	FT	Stuart street and Tremont street.
21	FT	Summer street, Washington street and Winter street.
6	FT	Temple place and Tremont street.
5	FT	Tremont street and West street.
7	FT	Tremont street and Winter street.

*Unit 2 (Back Bay System)*

100	FT	Albany street, at City Hospital Ambulance Entrance.
100	FT	Albany street and Massachusetts avenue.
71	FT	Arlington street, Beacon street, and Storrow Drive.
75	FT	Arlington street and Boylston street.
73	FT	Arlington street and Commonwealth avenue.
283	FT	Beacon street and Berkeley street.
150	FT	Beacon street, Brookline avenue, Commonwealth avenue and Deerfield street.
336	FT	Beacon street and Clarendon street.
150	FT	Beacon street, Commonwealth avenue, and Raleigh street.
104	FT	Beacon street and Dartmouth street.
337	FT	Beacon street and Exeter street.
338	FT	Beacon street and Fairfield street.
339	FT	Beacon street and Gloucester street.
340	FT	Beacon street and Hereford street.
88	FT	Beacon street and Massachusetts avenue.
129	FT	Belvidere street, Haviland street, and Massachusetts avenue.
77	FT	Berkeley street and Boylston street.
278	FT	Berkeley street and Columbus avenue.

Int. No.	Type	Location
106	FT	Berkeley street and Commonwealth avenue (north roadway).
106	FT	Berkeley street and Commonwealth avenue (south roadway).
86	FT	Berkeley street, Dover street, and Tremont street.
279	FT	Berkeley street and Stuart street.
92	FT	Boylston street and Massachusetts avenue.
78	FT	Boylston street, Clarendon street, and Hunting- ton avenue.
79	FT	Boylston street and Dartmouth street.
80	FT	Boylston street and Exeter street.
609	FT	Boylston street, Hemenway street, and Ipswich street.
319	FT	Chandler street, Columbus avenue, and Dart- mouth street.
154	FT	Charlesgate East and Commonwealth avenue (north roadway).
154	FT	Charlesgate East and Commonwealth avenue (south roadway).
153	FT	Charlesgate West and Commonwealth avenue (north roadway).
153	FT	Charlesgate West (east roadway) and Common- wealth avenue (south roadway).
153	FT	Charlesgate West (west roadway) and Common- wealth avenue (south roadway).
105	FT	Clarendon street and Commonwealth avenue (north roadway).
105	FT	Clarendon street and Commonwealth avenue (south roadway).
466	FT	Clarendon street and Stuart street.
131	F	Clearway street and Massachusetts avenue.
320	FT	Columbus avenue, Columbus square, and West Newton street.
95	FT	Columbus avenue and Massachusetts avenue.
83	FT	Commonwealth avenue (north roadway) and Dartmouth street.
83	FT	Commonwealth avenue (south roadway) and Dartmouth street.
84	FT	Commonwealth avenue (north roadway) and Exeter street.
84	FT	Commonwealth avenue (south roadway) and Exeter street.
126	FT	Commonwealth avenue (north roadway) and Fairfield street.
126	FT	Commonwealth avenue (south roadway) and Fairfield street.
127	FT	Commonwealth avenue (north roadway) and Gloucester street.

Int. No.	Type	Location
127	FT	Commonwealth avenue (south roadway) and Gloucester street.
128	FT	Commonwealth avenue (north roadway) and Hereford street.
128	FT	Commonwealth avenue (south roadway) and Hereford street.
150	FT	Commonwealth avenue (south roadway) and Kenmore street.
90	FT	Commonwealth avenue and Massachusetts avenue.
145	FT	Dartmouth street, Tremont street, and West Dedham street.
467	FT	East Concord street and Harrison avenue.
82	FT	Exeter street, Huntington avenue, and Stuart street.
93	FT	Falmouth street, Massachusetts avenue, and Westland avenue.
363	FT	Gainsborough street and Huntington avenue.
99	FT	Harrison avenue and Massachusetts avenue.
368	FT	Harrison avenue and Northampton street.
481	FT	Hemenway street, Westland avenue, and Westland Entrance.
94	FT	Huntington avenue and Massachusetts avenue.
102	FT	Huntington avenue and West Newton street.
89	FT	Marlborough street and Massachusetts avenue.
91	FT	Massachusetts avenue and Newbury street.
132	FT	Massachusetts avenue and Norway street.
97	FT	Massachusetts avenue and Shawmut avenue.
135	FT	Massachusetts avenue and Southampton street.
134	FT	Massachusetts avenue and St. Botolph street.
130	F	Massachusetts avenue and St. Germain street.
96	FT	Massachusetts avenue and Tremont street.
98	FT	Massachusetts avenue and Washington street.
146	FT	Tremont street and West Newton street.

*Isolated**Boston Proper*

## INDEPENDENT FIXED-TIME

156	FT	Beacon street and Park Drive.
604	FT	Buick street, Commonwealth avenue, and St. Paul street.
424	FT	Commercial street and Hanover street.
457	FT	Commonwealth avenue and Granby street.
365	FT	Dover street and Washington street.
383	FT	East Newton street, Washington street, and West Newton street.



## INDEPENDENT PEDESTRIAN FLASHERS

Int. No.	Type	Location
33	PF	Atlantic avenue, Commercial street, Eastern avenue, and Fleet street.
624	PF	Charles street, at center gate to Common.
328	PF	Commercial street and Foster street.
390	PF-FH	Harrison avenue, Malden street, and Wareham street.
460	PF	Nashua street (No. 100) at Public Works Building.
332	PF	Thacher street, Traverse street, and Washington Street North.

## BRIDGE SIGNALS

482	F	Arlington street, over Boston & Albany Railroad.
483	F	Berkeley street, over New York, New Haven & Hartford Railroad.
484	F	Broadway, over Boston & Albany Railroad.
485	F	Columbus avenue, over Boston & Albany-New York, New Haven & Hartford Railroad.
486	F	Massachusetts avenue, over New York, New Haven & Hartford Railroad.
487	F	Northern avenue, over Fort Point Channel.
488	F	Summer street, over Fort Point Channel.
489	F	Tremont street, over Boston & Albany Railroad.
490	F	Warren Bridge.

*Brighton*

## INDEPENDENT FIXED-TIME

619	FT	Cambridge street, Sparhawk street, and Warren street.
180	FT	Commonwealth avenue and Washington street.
187	FT	Market street and North Beacon street.
188	FT	North Harvard street and Western avenue.
392	FT	Strathmore road and Sutherland road.

## INDEPENDENT PEDESTRIAN FLASHERS

453	PF	Chiswick road and Commonwealth avenue.
682	PF	Commonwealth avenue, opposite No. 1970.
459	PF	Commonwealth avenue and Griggs street.
470	PF	Commonwealth avenue and Summit avenue.
471	PF	Commonwealth avenue, near Sutherland road.
463	PF	Franklin street and Lincoln street.
512	PF	Monastery road and Washington street.
313	PF	North Beacon street and Parsons street.
672	PF	Washington street, at Presentation Church.

## COORDINATED NON-INTERCONNECTED SYSTEMS

Int. No.	Type	Location
334	FT	Arlington street, Market street, and Sparhawk street.
391	FT	Arlington street and Parsons street.
184	FT	Chestnut Hill avenue, Market street, and Washington street.
185	FT	Brighton avenue and Harvard avenue.
181	FT	Commonwealth avenue and Harvard avenue.

## COORDINATED INTERCONNECTED SYSTEMS

335	FT	Allston street and Commonwealth avenue (master)
522	PF	Allston street and Kelton street.
323	FT	Commonwealth avenue, Kelton street, and Warren street. (Coordinated, non-interconnected)

## FLASHERS

186	F	Union square.
626	F	Washington street, near Champney street.

## BRIDGE SIGNALS

494	F	Allston Bridge (Cambridge street), over Boston & Albany Railroad.
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*Charlestown*

## INDEPENDENT PEDESTRIAN FLASHERS

592	PF	Cambridge street, Parker street and Stark street.
326	PF	Chelsea street and Wapping street.

## COORDINATED INTERCONNECTED SYSTEMS

164	FT	Austin street and Rutherford avenue.
165	FT	Chapman street and Rutherford avenue (master).

## FLASHERS

137	F	Bunker Hill street and Chelsea street.
167	F	Chelsea street and Medford street.

## BRIDGE SIGNALS

491	F	Cambridge street, over Boston & Albany-Boston & Maine Railroad.
452	F	Chelsea Bridge South.
443	M	Malden Bridge (Alford street).
492	F	Mystic avenue, over Boston & Albany-Boston & Maine Railroad.

*East Boston*

## PEDESTRIAN FLASHERS

Int. No.	Type	Location
445	PF	Chelsea street and Marion street.

## FLASHERS

450	F	Bennington street and Neptune road.
451	F	Bennington street and Westbrook street.
430	F	Boardman street, Ford street and Saratoga street.
170	F	Central square, Meridian street, and Saratoga street.
273	F	Curtis street and Saratoga street.

## BRIDGE SIGNALS

493	F	Bennington street, over MTA.
442	M	Chelsea Street Bridge.

*Dorchester*

## INDEPENDENT FIXED-TIME

351	FT	Adams street and Ashmont street.
228	FT	Adams street and Dorchester avenue.
265	FT	Adams street, Gallivan Boulevard, and Granite avenue.
617	FT	Adams street and Gibson street.
585	FT	Ashmont street, Freeport street, and Neponset avenue.
233	FT	Blue Hill avenue and Morton street.
285	FT	Bowdoin street and Hamilton street.
225	FT	Codman square.
221	FT	Columbia road and Dorchester avenue.
223	FT	Columbia road, Dudley street, and Stoughton street (Uphams Corner).
371	FT	Columbia road and Quincy street.
673	FT	Dorchester avenue, Melville avenue, and Parkman street.
220	FT	Edward Everett square.
224	FT	Morton street and Norfolk street.
469	FT	Neponset avenue and Victory road.

## INDEPENDENT TRAFFIC-ACTUATED

354	TA	Harvard street and Morton street (at Boston State Hospital).
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## INDEPENDENT PEDESTRIAN FLASHERS

475	PF	Adams Street, at Walter Baker Company.
542	PF-FH	Annabel street, Columbia road, and Holden street.
456	PF	Clifton street and East Cottage street.



Int. No.	Type	Location
468	PF	Dorchester avenue, at St. Mark's Church.
330	PF-M	Gallivan Boulevard and Woodfield street.
618	PF	Minot street and Neponset avenue.

## COORDINATED INTERCONNECTED SYSTEMS

216	FT	American Legion Highway and Blue Hill avenue.
218	FT	Blue Hill avenue and Columbia road.
215	FT	Blue Hill avenue, Glen Lane, and Glenway street (master).
219	FT	Blue Hill avenue and Seaver street.
541	FT	Brinsley street, Columbia road, and Geneva avenue.
229	FT	Columbia road and Seaver street.
144	FT	Columbia road and Washington street.
536	PF	Bird street and Columbia road (master).
226	PF	Columbia road and Davern avenue.
266	FT	Dorchester avenue and Gallivan Boulevard.
349	FT	Gallivan Boulevard and Washington street (master).
344	FT	Dorchester avenue and Savin Hill avenue (master).
622	FT	Pleasant street, Savin Hill avenue, and Sawyer avenue.
230	FT	Pleasant street, Stoughton street, and Whitby terrace (coordinated non-interconnected).

## FLASHERS

360	F	Pierce Square
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## BRIDGE SIGNALS

495	F	Cummins Highway, over New York, New Haven & Hartford Railroad.
677	F	Dudley street, under New York, New Haven & Hartford Railroad.
496	F	Harvard street, over New York, New Haven & Hartford Railroad.
497	F	Norfolk Street, over New York, New Haven & Hartford Railroad.

*Hyde Park*

## INDEPENDENT FIXED-TIME

236	FT	Hyde Park avenue and River street.
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## INDEPENDENT PEDESTRIAN FLASHERS

674	PF	Central avenue and West street.
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*Roxbury*

## INDEPENDENT FIXED-TIME

Int. No.	Type	Location
394	FT	Blue Hill avenue and Quincy street.
614	FT	Centre street, Chestnut avenue, and Parker street.
387	FT	Columbus avenue, and New Heath street.
287	FT	Columbus avenue and Ritchie street.
616	FT	Columbus avenue, Seaver street, and Walnut avenue.
207	FT	Dudley street, Dunmore street, and Hampden street.
208	FT	Dudley street and Harrison avenue.
191	FT	Egleston square.
197	FT	Hanlon square.
610	FT	Parker street and Tremont street.
526	FT-FH	Quincy street, Townsend street, and Warren street.
202	FT	Ruggles street and Shawmut avenue.
138	FT	St. Alphonsus street and Tremont street.
393	FT	Townsend street and Walnut avenue.

## INDEPENDENT PEDESTRIAN FLASHERS

615	PF	Amory street and Atherton street.
612	PF	Bickford avenue and Heath street.
472	PF	Brookline avenue and Deaconess road.
458	PF	Brookline avenue and Short street.
507	PF	Columbus avenue and Dimock street.
325	PF	Elm Hill avenue and Seaver street.
432	PF	Humboldt avenue and Seaver street.

## TRAFFIC-ACTUATED

476	TA	Massachusetts avenue, at Boston Edison Company (side street button-actuated).
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## COORDINATED NON-INTERCONNECTED SYSTEMS

270	FT	Brookline avenue and Longwood avenue.
160	FT	Brookline avenue and Riverway.
198	FT	Huntington avenue, Louis Prang street, and Ruggles street.
389	FT	Parker street and Ruggles street.

## COORDINATED INTERCONNECTED SYSTEMS

200	FT	Columbus avenue, Ruggles street, and Whittier street (master).
201	FT	Ruggles street and Tremont street.
611	FT	Tremont street and Whittier street.

## FLASHERS

203	F	Roxbury street and Shawmut avenue.
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*South Boston*

Int. No.	Type	Location
INDEPENDENT FIXED-TIME		
136	FT	Broadway, Dorchester avenue, Macallen street, and West Broadway.
373	FT	D street and West Broadway.
304	FT	East Broadway and L street.

## INDEPENDENT PEDESTRIAN FLASHERS

540	PF	D street and West Seventh street.
455	PF	East Eighth street and L street.

## COORDINATED NON-INTERCONNECTED SYSTEMS

147	FT	D street and Old Colony avenue.
173	FT	Dorchester street and Old Colony avenue.

## BRIDGE SIGNALS

498	F	Boston street, over New York, New Haven & Hartford Railroad.
499	F	Dorchester avenue, over New York, New Haven & Hartford Railroad.
500	F	Foundry street, under Broadway.
501	F	Southampton street, over New York, New Haven & Hartford Railroad.
502	F	Summer street, over B street.
503	F	Summer street, over New York, New Haven & Hartford Railroad.
504	F	Summer street, over Reserved Channel.
505	F	West Fourth street, over New York, New Haven Hartford Railroad.

*West Roxbury*

## INDEPENDENT FIXED-TIME

369	FT	American Legion Highway and Walk Hill street.
293	FT	Centre street, Green street, and Myrtle street.
261	FT	Centre street and La Grange street.
275	FT	Centre street, Spring street, and Temple street.
324	FT	Centre street and Veterans of Foreign Wars Parkway.
251	FT	Corinth street, Poplar street, and Washington street.
250	FT	Cummins Highway and Hyde Park avenue.
241	FT	Glen road, Green street, and Washington street.
267	FT	Perkins street and South Huntington avenue.



## INDEPENDENT PEDESTRIAN FLASHERS

Int. No.	Type	Location
454	PF	Brown avenue and Cummins Highway.
439	PF-M	Centre street and Colbert street.
272	PF	Centre street and Corey street.
438	PF	Centre street, at Faulkner Hospital.
465	PF	Centre street and Hillcroft road.
620	PF	Centre street, Lorette street, and St. Theresa avenue.
509	PF	Wachusett street and Walk Hill street.

## COORDINATED NON-INTERCONNECTED SYSTEMS

240	FT	Jamaicaway and Perkins street.
291	FT	Jamaicaway and Pond street.

## FLASHERS

239	F	Boylston street, Centre street, Moraine street, and South Huntington avenue.
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## 1951 SAFETY FACTS

Boston Population.....	801,444
Fatality rate per 100,000 population.....	7.5
National average fatality rate for cities over a population of 750,000 per 100,000 population	10.0

## Accidents:

## Fatalities:

Adults killed in motor vehicle accidents...	47
Children killed in motor vehicle accidents..	12
Drivers killed in motor vehicle accidents...	8
Occupants killed in motor vehicle accidents	6
Pedestrians killed.....	45
Total Fatalities.....	59
Per cent of pedestrian fatalities.....	76.3
Number of motor vehicle accidents involving personal injury as reported by the Boston Police Department.....	3,679

## ACCIDENT PREVENTION

*Fatalities in Boston in 1951*

According to figures compiled by the City of Boston Traffic Commission, 59 persons were killed as a result of motor vehicle accidents during 1951.

Of these 59, 45 were pedestrians; 8 were drivers of cars; and 6 were occupants.

Of those killed 25 per cent were between the ages of two and six, and 50 per cent were between the ages of sixty and eighty-three. Accordingly, 75 per cent of the people killed in 1951 in accidents involving motor vehicles were very young or among the elderly.

In the City of Boston

The downtown area was the scene of 20 fatalities.

The Dorchester section had 12.

The Roxbury section had 9.

The Brighton section had 6.

The South Boston section had 4.

The West Roxbury section had 4.

The Hyde Park section had 2.

The East Boston section had 1.

The average for the country among cities with a population from 750,000 to 1,000,000 is 10 fatalities to each 100,000 persons.

The 1951 Boston average is 7.5 which is a figure substantially below the national average.

A comparison of the last five years reveals that in:

1947 there were 74 fatalities.

1948 there were 62 fatalities.

1949 there were 56 fatalities.

1950 there were 77 fatalities.

1951 there were 59 fatalities.

1951 MOTOR VEHICLE FATALITIES — CITY OF BOSTON  
COMPILED BY BOSTON TRAFFIC COMMISSION

Persons killed . . . . .	59
Pedestrians killed . . . . .	45
Operators killed . . . . .	8
Occupants killed . . . . .	6
Motorcyclist killed . . . . .	0
Ride stealers killed . . . . .	0
Coasters killed . . . . .	0
Males killed . . . . .	50
Females killed . . . . .	9
Male pedestrians killed . . . . .	39
Female pedestrians killed . . . . .	6
Male pedestrians killed during daylight hours . . . . .	14
Female pedestrians killed during daylight hours . . . . .	2
Male pedestrians killed during darkness hours . . . . .	25
Female pedestrians killed during darkness hours . . . . .	4
Total pedestrians killed during daylight hours . . . . .	16
Total pedestrians killed during darkness hours . . . . .	29
Pedestrians killed by hit and run drivers . . . . .	4
Ages of male pedestrians killed — 2 to 6 . . . . .	10
41 to 49 . . . . .	3
55 to 59 . . . . .	4
60 to 68 . . . . .	11
71 to 78 . . . . .	7
80 to 83 . . . . .	3
? . . . .	1
	<hr/>
	39
Ages of female pedestrians killed — 6 . . . . .	1
17 . . . . .	1
55 . . . . .	2
71 . . . . .	1
? . . . .	1
	<hr/>
	6



## 1951 FATALITY LOCATIONS — JANUARY 1, 1951 TO DECEMBER 31, 1951

LOCATION	District	Date	Time	Type	Age	Sex	Driver's Registration	Persons Killed	Age of Driver
1428 Blue Hill avenue.....	Dorchester	1- 3-51	2.00 A.M.	Motor vehicle v. pedestrian	55	M	Milton	1 Pedestrian	36
Charles street, at center gate, Public Garden....	Boston Proper	1- 4-51	6.05 P.M.	Motor vehicle v. pedestrian	60	M	Wollaston	1 Pedestrian	—
324 Beacon street.....	Boston Proper	1- 6-51	6.40 P.M.	Motor vehicle v. pedestrian	68	M	Brighton	1 Pedestrian	—
172 Neponset avenue.....	Dorchester	1-16-51	5.10 P.M.	Motor vehicle v. pedestrian	6	M	Dorchester	1 Pedestrian	None
1135 Dorchester avenue.....	Dorchester	1-17-51	9.15 P.M.	Motor vehicle v. pedestrian	56	M	Dorchester	1 Pedestrian	64
American Legion Highway and Mt. Hope street..	W. Roxbury	1-23-51	2.05 A.M.	Motor vehicle v. fixed object	33	F	Jamaica Plain	1 Occupant	37
1434 Dorchester avenue.....	Dorchester	1-27-51	1.15 A.M.	Motor vehicle v. pedestrian	81	M	Hit and run	1 Pedestrian	—
3893 Washington street.....	W. Roxbury	1-28-51	10.55 P.M.	Motor vehicle v. motor vehicle	27	M	Dorchester,	1 Operator	44
460 Washington street.....	Brighton	2- 1-51	1.05 A.M.	Street car v. motor vehicle	24	M	Milton	1 Operator	34
112 Southampton street.....	Roxbury	2- 8-51	11.05 P.M.	Motor vehicle v. fixed object	24	M	So. Boston	1 Operator	—
647 Morton street.....	Dorchester	3-11-51	11.00 P.M.	Motor vehicle v. pedestrian	68	M	Cohasset	1 Pedestrian	53
488 Brookline avenue.....	Roxbury	3-20-51	6.20 P.M.	Motor vehicle v. pedestrian	67	M	W. Roxbury	1 Pedestrian	30
Clark street and Hanover street.....	Boston Proper	3-22-51	9.30 A.M.	Truck v. pedestrian	4	M	Newton	1 Pedestrian	—
Harrison avenue, near East Newton street.....	Boston Proper	3-28-51	3.25 P.M.	Truck v. pedestrian	4½	M	N. Hampshire	1 Pedestrian	24
Broadway, at MTA Station.....	So. Boston	3-30-51	3.45 A.M.	Motor vehicle v. fixed object	34	M	Dorchester	1 Operator	—
Albany street, near East Newton street.....	Boston Proper	3-31-51	1.55 A.M.	M-105 v. motor vehicle	29	M	Boston,	1 Occupant	26 and 45
148 Western avenue.....	Brighton	4- 7-51	8.15 P.M.	Motor vehicle v. truck	51	M	S. Boston	1 Operator	None
Market street and Western avenue.....	Brighton	4-19-51	5.15 A.M.	Truck v. fixed object	40	M	Cochituate	1 Operator	—
2 Wiltshire road.....	Brighton	4-23-51	3.15 P.M.	Motor vehicle v. pedestrian	2	M	Somerville	1 Pedestrian	—
60 Nashua street.....	Boston Proper	5-16-51	8.10 A.M.	Motor vehicle v. pedestrian	76	M	Brookline	1 Pedestrian	21
Tremont street and Lenox street.....	Roxbury	5-17-51	9.00 P.M.	Motor vehicle v. pedestrian	59	M	Somerville	1 Pedestrian	—
Atlantic avenue, opposite Commercial Wharf.....	Boston Proper	5-19-51	1.50 A.M.	Motor vehicle v. freight car	48	M	Dedham	1 Operator	None
19 Brainerd street.....	Hyde Park	6- 5-51	6.00 P.M.	Motor vehicle v. pedestrian	2	M	Charlestown	1 Pedestrian	58
Devon street and Normandy street.....	Dorchester	6- 6-51	6.40 P.M.	Motor vehicle v. motor vehicle	73	F	Hyde Park,	1 Occupant	53 and 60
131 Ashmont street.....	Dorchester	6-17-51	7.55 P.M.	Motor vehicle v. pedestrian	76	M	Brighton,	1 Pedestrian	23
723 Tremont street.....	Boston Proper	7-14-51	6.50 P.M.	Motor vehicle v. pedestrian	74	M	Dorchester	1 Pedestrian	21
Albany street and Plympton street.....	Boston Proper	7-20-51	7.43 A.M.	M-105 v. pedestrian	65	M	Weymouth,	1 Pedestrian	26
Babcock street and Commonwealth avenue.....	Brighton	8- 3-51	8.30 P.M.	Motor vehicle v. street car	26	M	Hit and run	1 Pedestrian	39

D street, opposite No. 199.....	S. Boston	8- 6-51	4.15 P.M.	Motor vehicle v. pedestrian	5	M	Dorchester	1 Pedestrian	52
Codman place, on Washington street.....	Roxbury	8- 7-51	8.17 A.M.	Truck v. pedestrian	6	F	Boston	1 Pedestrian	21
75 Circuit street.....	Roxbury	8-22-51	1.05 P.M.	Truck v. pedestrian	3½	M	Boston	1 Pedestrian	26
109 Lenox street.....	Roxbury	8-27-51	4.15 P.M.	Truck v. pedestrian	5	M	Milton	1 Pedestrian	—
West Eighth street and Loring street.....	S. Boston	9- 2-51	8.20 P.M.	Motor vehicle v. pedestrian	74	M	S. Boston	1 Pedestrian	17
Haymarket square, at Cross street.....	Boston Proper	9- 3-51	1.25 A.M.	Motor vehicle v. pedestrian	64	M	Somerville	1 Pedestrian	24
Arlington street, at Columbus avenue.....	Boston Proper	9- 7-51	2.00 A.M.	Motor vehicle v. motor vehicle	26	F	Lawrence, Jamaica Plain	1 Occupant	33
219 Massachusetts avenue.....	Boston Proper	9-18-51	1.20 A.M.	Motor vehicle v. pedestrian	55	M	Boston	1 Pedestrian	28
Massachusetts avenue, at Harrison avenue.....	Boston Proper	9-19-51	8.00 P.M.	Motor vehicle v. pedestrian	55	F	New Bedford	1 Pedestrian	—
354 Cambridge street.....	Allston	9-20-51	7.45 A.M.	Motor vehicle v. pedestrian	65	M	Brookline	1 Pedestrian	18
697 Park street.....	Dorchester	9-27-51	10.30 A.M.	Truck v. pedestrian	3	M	Roxbury	1 Pedestrian	—
Columbus avenue, at Clarendon street.....	Boston Proper	10- 4-51	8.40 P.M.	Motor vehicle v. pedestrian	65	M	Boston	1 Pedestrian	51
38 Havre street.....	E. Boston	10-12-51	10.40 A.M.	Motor vehicle v. pedestrian	4	M	Revere	1 Pedestrian	30
Centre street, at Knoll street.....	Roslindale	10-24-51	5.25 P.M.	Motor vehicle v. pedestrian	78	M	Roslindale	1 Pedestrian	23
546 Tremont street.....	Boston Proper	10-29-51	9.40 P.M.	Motor vehicle v. pedestrian	?	F	Revere	1 Pedestrian	46
5057 Washington street.....	W. Roxbury	11- 1-51	2.35 A.M.	Motor vehicle v. truck	21	M	Jamaica Plain, Chelsea	1 Occupant	21
20 Smith street.....	Roxbury.....	11- 1-51	12.20 A.M.	Motor vehicle v. pedestrian	17	F	Roxbury	1 Pedestrian	17
Dorchester avenue, at Mercier street.....	Dorchester	11- 1-51	5.05 P.M.	Motor vehicle v. pedestrian	83	M	Roslindale	1 Pedestrian	50
881 Hyde Park avenue.....	Hyde Park	11- 2-51	8.15 P.M.	Motor vehicle v. pedestrian	48	M	Dorchester	1 Pedestrian	19
Washington street, near Melville avenue.....	Dorchester	11- 5-51	8.10 P.M.	Motor vehicle v. pedestrian	71	M	Dorchester	1 Pedestrian	68
180 Hampden street.....	Roxbury	11- 6-51	8.10 P.M.	Motor vehicle v. pedestrian	49	M	Roxbury	1 Pedestrian	—
1258 Boylston street.....	Boston Proper	11-18-51	12.40 A.M.	Truck v. pedestrian	41	M	Jamaica Plain	1 Pedestrian	27
696 Blue Hill avenue.....	Dorchester	11-26-51	6.35 P.M.	Motor vehicle v. pedestrian	55	F	Dorchester	1 Pedestrian	—
Head place.....	Boston Proper	11-27-51	5.50 A.M.	Truck v. pedestrian	?	M	Unknown	1 Pedestrian	—
370 Washington street.....	Dorchester	12-10-51	6.40 P.M.	Motor vehicle v. pedestrian	62	M	S. Boston	1 Pedestrian	—
46 Providence street.....	Boston Proper	12-20-51	9.35 P.M.	Motor vehicle v. pedestrian	62	M	Waban	1 Pedestrian	—
9 Atlantic avenue, at Summer street.....	Boston Proper	12-21-51	4.35 A.M.	Truck v. pedestrian	62	M	Brighton	1 Pedestrian	—
Alford street, near the Boston-Everett Line.....	Charlestown	12-22-51	10.00 A.M.	Motor vehicle v. truck	25	M	Chelsea, Boston	1 Occupant	37
Humboldt avenue and Townsend street.....	Roxbury	12-24-51	8.00 P.M.	Motor vehicle v. pedestrian	71	F	Dorchester	1 Pedestrian	51
Old Colony Boulevard.....	S. Boston	12-29-51	5.20 P.M.	Motor vehicle v. pedestrian	73	M	Hit and run	1 Pedestrian	—
256 Commercial street.....	Boston Proper	12-29-51	7.35 P.M.	Motor vehicle v. pedestrian	80	M	Dorchester	1 Pedestrian	32



PEDESTRIANS KILLED — 1951  
Summary By Age Groups and By Daylight and Darkness

MALE				FEMALE			TOTAL		
Age Group	Day-light	Dark-ness	Total	Day-light	Dark-ness	Total	Day-light	Dark-ness	Total
0- 5.....	9	0	9	0	0	0	9	0	9
5-10.....	0	1	1	1	0	1	1	1	2
15-20.....	0	0	0	1	0	1	1	0	1
40-45.....	0	1	1	0	0	0	0	1	1
45-50.....	0	2	2	0	0	0	0	2	2
55-60.....	0	4	4	0	2	2	0	6	6
60-65.....	1	5	6	0	0	0	1	5	6
65-70.....	1	4	5	0	0	0	1	4	5
70-75.....	1	3	4	0	1	1	1	4	5
75-80.....	2	1	3	0	0	0	2	1	3
80-85.....	0	3	3	0	0	0	0	3	3
Unknown.....	0	1	1	0	1	1	0	2	2
Totals.....	14	25	39	2	4	6	16	29	45

1951 FATALITIES INVOLVING MOTOR VEHICLES  
TIME OF DAY PEDESTRIANS WERE KILLED

12.00 MID. to 1.00 A.M.	.	.	.	.	.	2
1.00 A.M. to 2.00 A.M.	.	.	.	.	.	3
2.00 A.M. to 3.00 A.M.	.	.	.	.	.	1
4.00 A.M. to 5.00 A.M.	.	.	.	.	.	1
5.00 A.M. to 6.00 A.M.	.	.	.	.	.	1
7.00 A.M. to 8.00 A.M.	.	.	.	.	.	2
8.00 A.M. to 9.00 A.M.	.	.	.	.	.	2
9.00 A.M. to 10.00 A.M.	.	.	.	.	.	1
10.00 A.M. to 11.00 A.M.	.	.	.	.	.	2
						—
						15
1.00 P.M. to 2.00 P.M.	.	.	.	.	.	1
3.00 P.M. to 4.00 P.M.	.	.	.	.	.	2
4.00 P.M. to 5.00 P.M.	.	.	.	.	.	2
5.00 P.M. to 6.00 P.M.	.	.	.	.	.	4
6.00 P.M. to 7.00 P.M.	.	.	.	.	.	7
7.00 P.M. to 8.00 P.M.	.	.	.	.	.	2
8.00 P.M. to 9.00 P.M.	.	.	.	.	.	7
11.00 P.M. to 12.00 MID.	.	.	.	.	.	1
9.00 P.M. to 10.00 P.M.	.	.	.	.	.	4
						—
						30
						—
Total	.	.	.	.	.	45



MID.	to	7.00 A.M.	.	.	.	.	8
7.00 A.M.	to	4.00 P.M.	.	.	.	.	10
4.00 P.M.	to	7.00 P.M.	.	.	.	.	12
7.00 P.M.	to	12.00 MID.	.	.	.	.	15

---

Total . . . . . 45

#### TIME OF DAY OTHER TYPE FATAL ACCIDENTS OCCURRED

1.00 A.M.	to	2.00 A.M.	.	.	.	.	3
2.00 A.M.	to	3.00 A.M.	.	.	.	.	3
3.00 A.M.	to	4.00 A.M.	.	.	.	.	1
5.00 A.M.	to	6.00 A.M.	.	.	.	.	1
10.00 A.M.	to	11.00 A.M.	.	.	.	.	1
							— 9
6.00 P.M.	to	7.00 P.M.	.	.	.	.	1
8.00 P.M.	to	9.00 P.M.	.	.	.	.	2
10.00 P.M.	to	11.00 P.M.	.	.	.	.	1
11.00 P.M.	to	12.00 MID.	.	.	.	.	1

---

Total . . . . . 14

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Population death rate per 100,000 population was 7.5.

Registration death rate per 10,000 vehicles was 4.1.

---

Pedestrian death rate per 100,000 population was 5.7.

Registration pedestrian death rate per 10,000 vehicles was 3.2.

#### 1951 FATALITIES INVOLVING MOTOR VEHICLES — SHOWN BY DAY AND MONTH

Sunday . . . . .	5	Thursday . . . . .	13
Monday . . . . .	9	Friday . . . . .	7
Tuesday . . . . .	8	Saturday . . . . .	9
Wednesday . . . . .	8		
			—
Total . . . . .			59

January . . . . .	8	July . . . . .	2
February . . . . .	2	August . . . . .	5
March . . . . .	6	September . . . . .	7
April . . . . .	3	October . . . . .	4
May . . . . .	3	November . . . . .	9
June . . . . .	3	December . . . . .	7

---

Total . . . . . 59

TYPES OF VEHICLES INVOLVED IN PEDESTRIAN FATALITIES

Passenger cars	35	
Trucks	8	76.3 per cent of all fatalities
Ambulance	1	occurred to pedestrians.
Unknown	1	
<hr/>		
Total	45	

PERSONS KILLED IN OTHER TYPES OF FATAL ACCIDENTS

Male operator of auto	8
Male operator of truck	1
Male occupant of auto	3
Female occupant of auto	2
<hr/>	
Total	14

OTHER TYPES OF FATAL ACCIDENTS

Ambulance v. motor vehicle	1
Motor vehicle v. fixed object	3
Motor vehicle v. motor vehicle	3
Motor vehicle v. streetcar	2
Motor vehicle v. truck	3
Truck v. fixed object	1
Motor vehicle v. freight car	1
<hr/>	
Total	14

LOCATION OF FATALITIES

At intersection — 20      Between intersections — 39

LOCATION OF PEDESTRIAN FATALITIES

At intersection — 12      Between intersections — 33

AGES OF PEDESTRIANS KILLED — 1951

Male			
Age	No.	Age	No.
2	2	64	1
3	1	65	3
3½	1	67	1
4	2	68	2
4½	1	71	1
5	2	73	1
6	1	74	2
41	1	76	2
48	1	78	1
49	1	80	1
55	2	81	1
56	1	83	1
59	1	?	1
60	1	<hr/>	
62	3		39

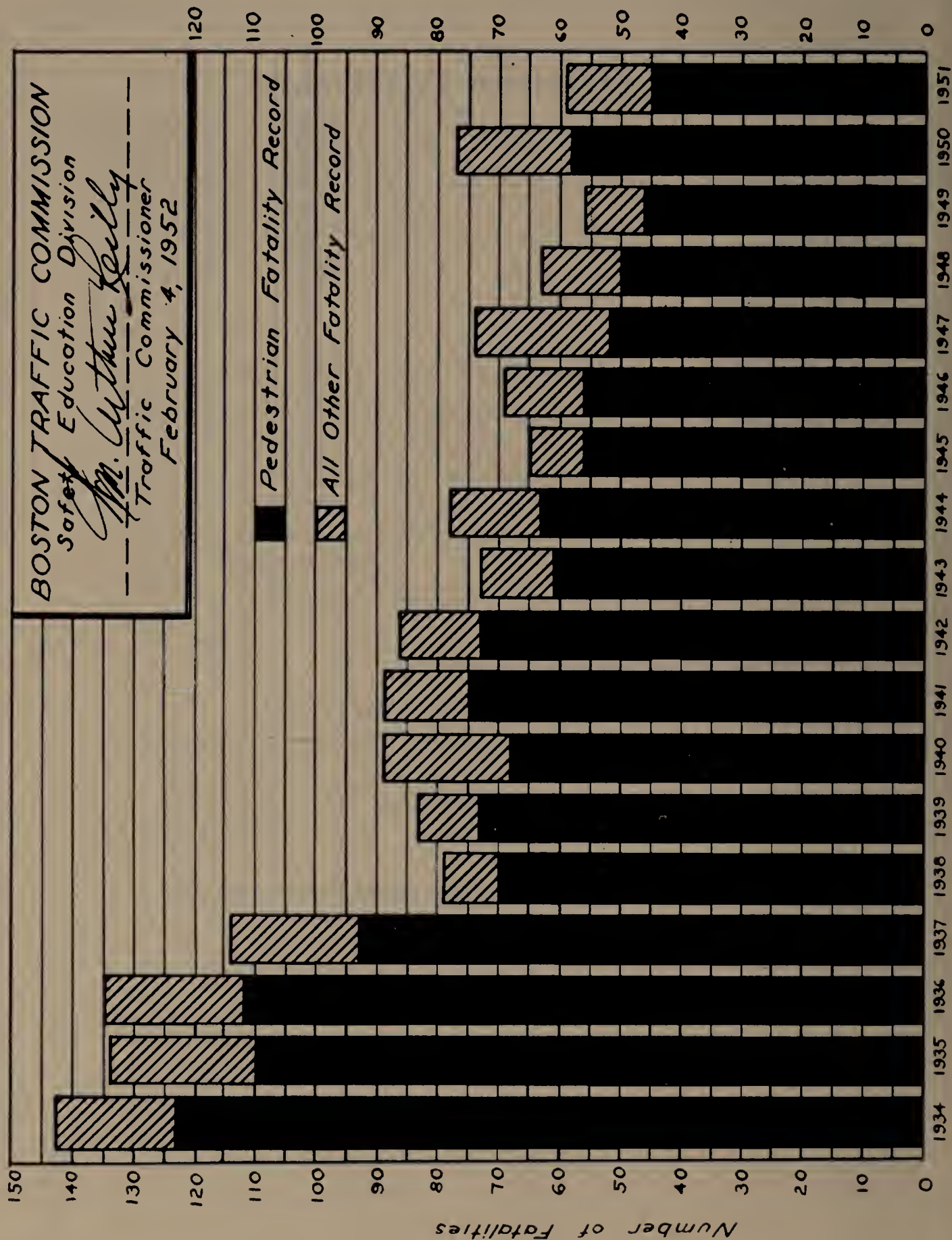
		Female			
Age	No.	Age	No.		
6 . . . . .	1	71 . . . . .	1		
17 . . . . .	1	? . . . . .	1		
55 . . . . .	2				
				<hr/>	
				6	

## 1951 FATALITIES BY DISTRICTS

DISTRICT	Total Number	Pedestrians Killed
Boston Proper . . . . .	20	17
Roxbury . . . . .	9	8
Brighton . . . . .	6	2
Dorchester . . . . .	12	11
South Boston . . . . .	4	3
Charlestown . . . . .	1	0
West Roxbury . . . . .	4	1
Hyde Park . . . . .	2	2
East Boston . . . . .	1	1
<hr/>		<hr/>
Total . . . . .	59	45

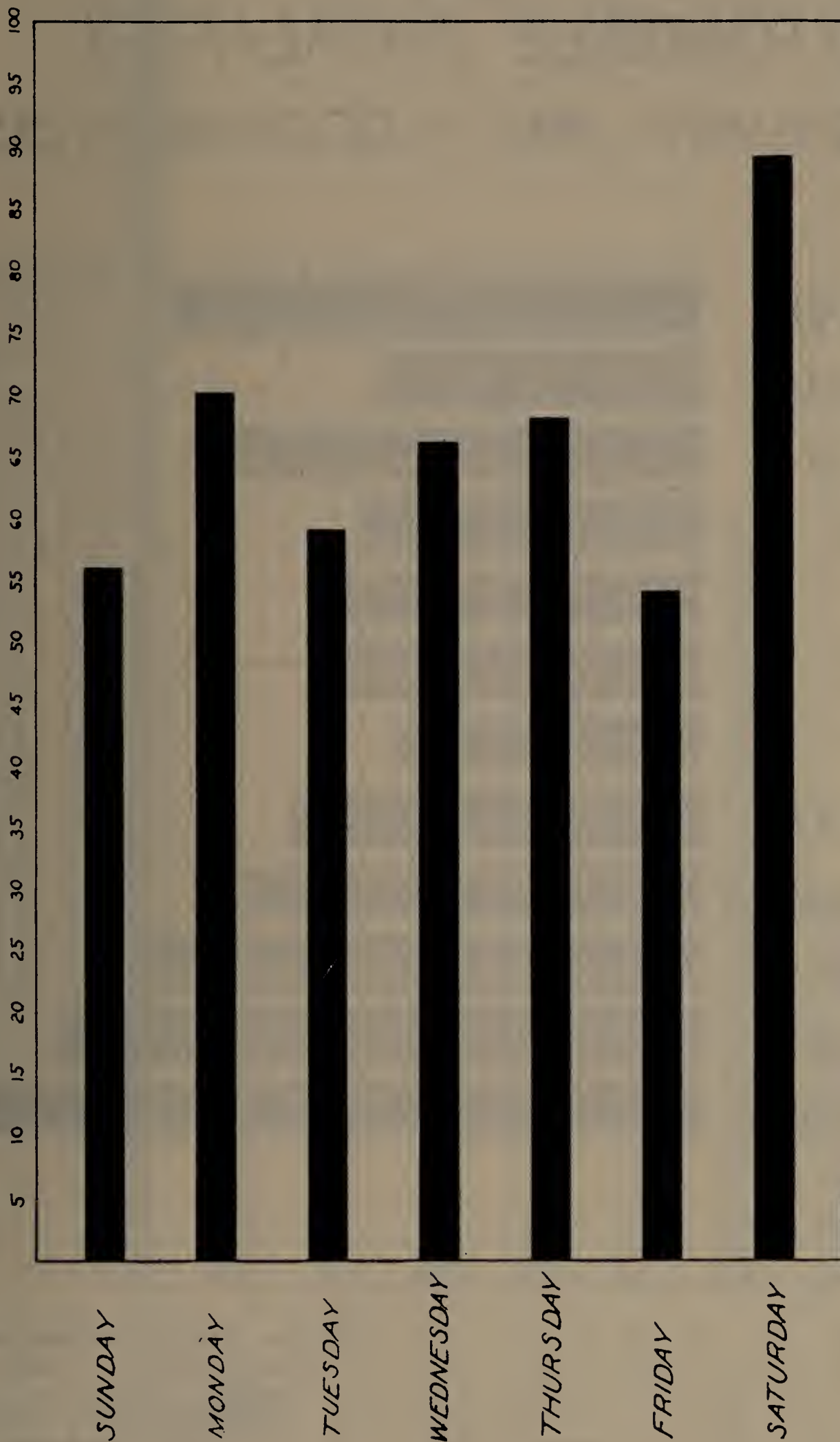


# BOSTON FATALITIES INVOLVING MOTOR VEHICLES 1934~1951



# DAILY FATALITY FREQUENCY

1945 ~ 1951



BOSTON TRAFFIC COMMISSION

Safety Education Division

*Wm. Arthur Kelly*

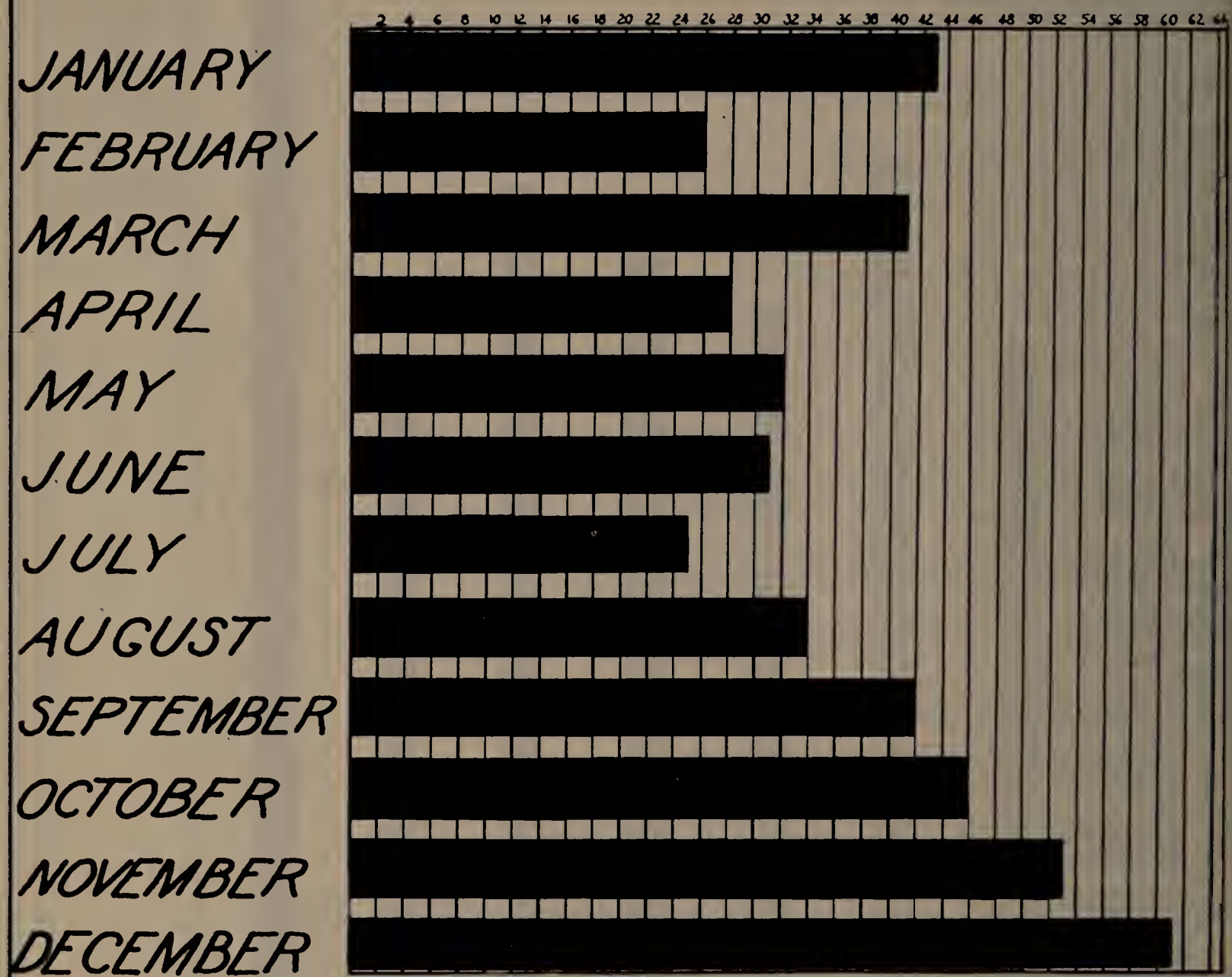
Traffic Commissioner

February 4, 1952



# *MONTHS OF OCCURRENCE OF AUTOMOBILE FATALITIES*

*JANUARY 1945 ~ DECEMBER 1951*



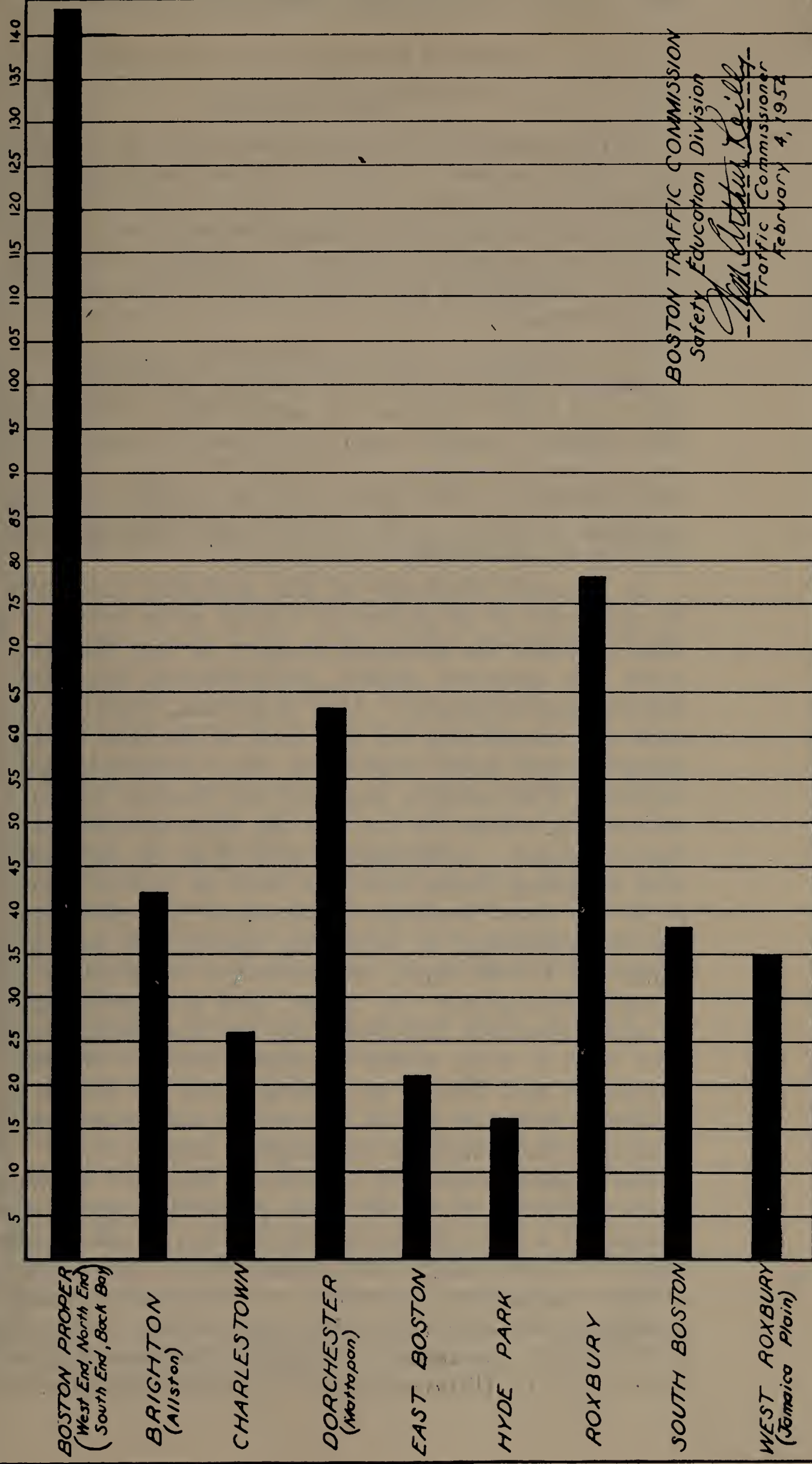
BOSTON TRAFFIC COMMISSION  
Safety Education Division

*Wm. Arthur Kelly*  
Traffic Commissioner  
February 4, 1952



# AUTOMOBILE FATALITIES

## JANUARY 1945 ~ DECEMBER 1951



## SPEED DISTRIBUTION STUDIES

*Radar Surveys*

In its constant and unrelenting effort to reduce death and injury caused by motor vehicle accidents the Safety Education Division of the Boston Traffic Commission, which had in the past initiated a speaker's bureau and a visual education program, amplified this field even further during the year 1951 with the use of the Radar Speed Meter.

The subject of vehicle speeds has been one of considerable discussion on the part of individuals responsible for traffic control for many years. Discussion of the subject has not been reserved for traffic research men alone, however, as we find the man in the street, the pedestrian, the motorist, the mother, the teacher, persons in every walk of life with seeming authority putting forth varying conceptions.

In general, students of the problem maintain that 85 per cent of all motorists travel at or below a speed that permits the greatest number to use the roadways with the greatest safety, convenience, comfort, confidence and economy. Our objective, then, is to educate the remaining 15 per cent of drivers who create hazards and delay traffic by their nonconforming behavior. This motive impelled the Boston Traffic Commission to adapt for its use the aforementioned Radar Speed Meter. Utilizing World War II developments and adapting them into the field of safety education, it is the most accurate instrument yet developed for the measurement of vehicular speeds. It has a speed range of 0-100 mph, an accuracy of plus or minus 2 mph throughout the range, and an operating range of approximately 150 feet from the transmitter-receiver unit with a zone width of approximately 30 feet. In operation and theory an analogy may be drawn to the ordinary echo, in which the sound waves are reflected from a surface back to the original source.

Since speed seems to be one of the least understood characteristics of traffic, the projected speed studies presented a new phase to the Boston Traffic Commission. The procedure was influenced by an acceptance of the considered opinions of a professor and two graduate students in traffic engineering. These men, C. C. Wiley, professor of highway engineering for the University of Illinois, and J. C. Henberger and C. A.



Matyas, graduate students at the university in civil engineering, after an extensive speed survey covering several phases of the problem in the cities of Champaign and Urbana, Illinois, presented the following conclusions:

1. Traffic consistently ignores posted speed limits and even the absence of speed limit signs, and runs at speeds which the drivers consider reasonable, convenient, and safe under existing conditions.

2. Drivers do not operate by the speedometer but by the conditions they meet.

3. The general public gives little attention to what speed limits are posted.

4. The general public has a false conception of speed.

5. Most present posted speed limits are ineffective because they are unreasonable and hence are useless. Their removal would have virtually no effect on traffic and would save large sums of money.

6. Speeds vary little with the time of day.

7. Speeds vary little with traffic volumes up to the point where congestion begins.

8. Adequate speed limits, high enough to cover normal traffic operations and enforced with only sufficient tolerance to meet unusual conditions or cover the usual inaccuracies of stock speedometers, would probably help expedite traffic and aid in the enforcement of *all* traffic regulations.

9. Extensive additional studies of this nature are needed from which to derive data for an intensive campaign of education for both the general public and public officials on the true concepts of speed and speed limits.

10. A sound definition of speed limit should be developed and universally adopted.

The necessary requirements and groundwork established, subsequently, Director of Safety Education Theodore J. Hoppe and his two assistants, Ralph Kouroyen and William Cantillo, were licensed and authorized by the Federal Communications Commission to operate the Radar Speed Meter, with a radio station permit identified as KCA 543. From a backlog of requests by elected representatives of the people or interested civic groups eight thoroughfares were selected for study, at the following locations:



LOCATION	COURSE	No. of Observations
1.	Commonwealth avenue from Brighton avenue to Lake street..	8,819
2.	Columbus avenue from Egleston square to Jackson square....	1,804
3.	American Legion Highway from Blue Hill avenue to Cummins Highway.....	6,280
4.	Jamaicaway from Huntington Avenue overpass to West Roxbury Parkway.....	5,198
5.	La Grange street from Centre street to Veterans of Foreign Wars Parkway.....	717
6.	Faneuil street from Parsons street to Oak square.....	2,781
7.	River street from Mattapan square to Washington street....	1,843
8.	Western avenue from 190 North Harvard street to 530 Soldiers Field road.....	393
Total Observations.....		27,835

Any traffic research group such as the Boston Traffic Commission must meet a long list of state imposed requirements before a speed zone may be established. The procedure to be followed in carrying out provisions of section 2 of chapter 564 of the Acts of 1948 is here stated.

#### PROCEDURE TO BE FOLLOWED IN CARRYING OUT PROVISIONS OF SECTION 2 OF CHAPTER 564 OF THE ACTS OF 1948

##### *Operations Details*

1. The Traffic Engineer makes an engineering study of the area in question and submits his report to the Chief Engineer for approval. He also submits a copy of the report to the Registrar's representative.

2. The Chief Engineer and the Registrar's representative, after considering the report, submit their recommendations, respectively, to the Commission and the Registrar.

3. The Commission and the Registrar, hereinafter called the Joint Board, will then hold an executive meeting to act on the recommendations of the Chief Engineer and the Registrar's representative. If, after giving consideration to the latter-referenced recommendations, the Joint Board approves the Traffic Engineer's report, the procedure as outlined hereinafter will be followed:

a. The Joint Board publishes the regulation in one or more newspapers in the cities or towns affected, or, if there are no newspapers in the cities and towns, then in one or more newspapers in the counties in which the cities or towns are located, and, at the same time, notification that a public hearing will be held for the cities and towns in regard to the area under consideration, giving date and location of the hearing.

b. The Joint Board certifies in writing, after public hearing, that the regulation is consistent with the public interests.

c. The Joint Board designates the ways to be posted, the locations of the signs, and the speed limits which are to prevail upon such ways.

d. The Joint Board, after certification, notifies the cities and towns and other agencies affected of its decision.

e. The Commission votes to authorize the Traffic Engineer to erect official signs at the locations designated by the Joint Board.

f. The Chief Engineer notifies the Traffic Engineer of the vote of the Commission regarding the erection of the signs.

As a natural by-product of the speeds studies, notes were made of all related data, namely, obliterated crosswalks and center lines for repainting, parking violations, and relocation of permanent signs. A possible effect on the permanent signs may be illustrated in a specific case. The 85 percentile at an intersection is 30 mph, and, assuming road and braking conditions are normal, a vehicle will travel  $71\frac{1}{2}$  feet before it can be brought to a stop. Obviously a permanent sign located at less than this distance to the intersection would necessarily have to be relocated. Any such recommendations were submitted and measures taken to correct such inequities.

The Boston Traffic Commission is greatly gratified with the results of these surveys. It demonstrates to an increasingly concerned public the vigilance and willingness on the part of Traffic Commissioner William Arthur Reilly to keep abreast of the most modern of resources for their safety from death and injury by motor vehicles.

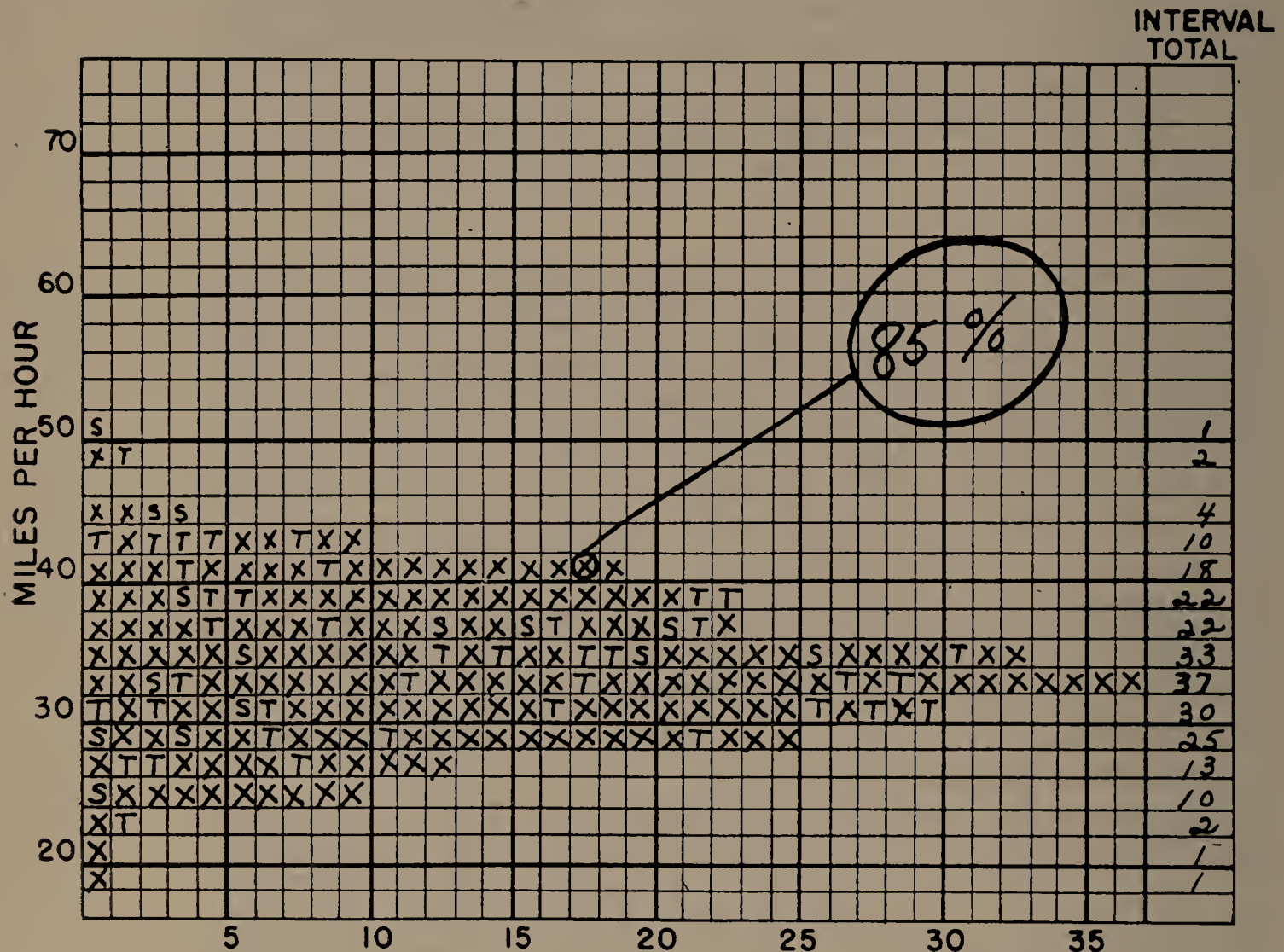


# CITY OF BOSTON

## SAFETY EDUCATION DIVISION—BOSTON TRAFFIC COMMISSION

### SPEED DISTRIBUTION

LOCATION: ROUTE AMER. LEGION HWY TOWN WEST ROXBURY  
 DIRECTION OF TRAVEL WEST STATION BETWEEN WALK HILL & CANTERBURY  
 DATE AUG. 2, 1951 TIME 1:35 P.M. TO 2:30 P.M.



NUMBER OF VEHICLES

TOTAL OBSERVATIONS 234  
 85% SPEED 40 M.P.H.

LEGEND: X = PASSENGER CAR  
 T = TRUCK  
 S = SEMI TRAILER  
 B = BUS

SURFACE TYPE MACADAM

WEATHER CLEAR

NOTES: MAXIMUM SPEED OBSERVED 52 M.P.H., BY A TRAILER-TRUCK  
 AVERAGE SPEED OF TRUCKS AT THIS LOCATION WAS 32.5 M.P.H.  
 23% OF ALL OBSERVATIONS WERE TRUCKS  
 85% SPEED OF TRUCKS WAS 42 M.P.H.

OBSERVER Wm. Cantillo  
 CALCULATOR Ralph Kourayen



## APPARATUS AND EQUIPMENT — 1951

A new three-quarter ton Ford truck was purchased and assigned to the Parking Meter Division. A new Ford Tudor sedan was purchased and assigned to the office personnel for field investigations.

A new steel plate cutter was purchased and assigned to the sign shop.

The Electrical Maintenance Division installed a new recording machine on which is entered the time the complaint is made, nature of trouble to traffic lights, and the time the repairman leaves. Two cable jacks with a capacity of 14 tons were purchased.

GARAGE AND MAINTENANCE OF VEHICLES  
BOSTON TRAFFIC COMMISSION REGISTRATIONS 1951

MAKE	Type	Cyl.	Weight	Motor No.	Maker's No.	1952 Reg.	BTC
1947 Buick.....	Sedan	8	....	48773917	14677744	992325	1
1947 Ford.....	Sedan	8	....	899A-2026619	Same	992324	3
1951 Ford.....	Tudor Sedan	6	....	HISR131895	Same	896873	4
1949 Chevrolet...	Station Wagon	6	....	GAM205027	2GKF36641	992321	6
1949 Chevrolet...	Station Wagon	6	....	GAM-190600	2GKE33211	992323	7
1949 Chevrolet...	Station Wagon	6	....	GAM6102	2GKE32358	992322	8
1946 Ford.....	$\frac{3}{4}$ -ton (690)	8	2800	699C-1248178	Same	A22972	11
1948 Ford.....	$\frac{1}{2}$ -ton (FL)	6	3200	87HC-106528	Same	A22973	12
1950 Ford.....	$\frac{3}{4}$ -ton	8	5300	98RY500127	Same	A22979	13
1949 Chevrolet...	$\frac{3}{4}$ -ton (3604)	6	3590	GCM29893	2GRF2750	A22978	14
1949 GMC.....	$\frac{1}{2}$ -ton (FC-101)	6	2600	A228214572	37684	A22977	17
1948 Ford.....	$\frac{3}{4}$ -ton (HD)	6	5300	87RY-103180	Same	A22976	18
1948 Ford.....	$\frac{3}{4}$ -ton (HD)	8	5300	88RY-13065	Same	A22974	19
1948 Ford.....	1 $\frac{1}{2}$ -ton (FS)	6	5170	87HT-106419	Same	A22988	20
1947 Ford.....	1 $\frac{1}{2}$ -ton	8	5650	799T-1337920	Same	A22986	21
1947 Ford.....	1 $\frac{1}{2}$ -ton Ford	8	5650	799T-2030378	Same	A22987	22
1951 Ford.....	$\frac{3}{4}$ -ton	8	5300	HISR14445	Same	A28012	23
1948 Willys.....	$\frac{1}{2}$ -ton (4-63)	4	3875	U-59714	59619	A22985	25
1948 Willys.....	$\frac{1}{2}$ -ton (4-63)	4	3875	U-60181	59622	A22982	26
1948 Willys.....	$\frac{1}{2}$ -ton (4-63)	4	3875	U-60187	59615	A22983	27
1948 Willys.....	$\frac{1}{2}$ -ton (4-63)	4	3875	U-60194	59620	A22984	28
1948 Ford.....	$\frac{3}{4}$ -ton (HD)	8	5300	88RY-11348	Same	A22975	29
1950 Ford.....	$\frac{1}{2}$ -ton	8	3235	98RC425215	Same	A22980	30
1951 Ford.....	$\frac{1}{2}$ -ton	8	4230	RIEG19324	Same	A18098	31
1944 Kelly.....	{Painting } {Machine }	1	....	468335	MOD-B3P	A22981	32

AVAILABLE PARKING SPACE

BOSTON CENTRAL RETAIL DISTRICT (DEPARTMENT STORES AND SHOPPING AREA), JANUARY 15, 1953  
Area Bounded by Boylston Street, Tremont Street, School Street, Milk Street, Arch Street, Chauncy Street, Bedford Street,  
and Washington Street

STREET	From	To	Total Curb Length	No Parking	Corner	Intersection	Hydrant	Loading Zone	Bus Stop	Taxi Stand	Driveway	Other	Total Restrictions	Available Space	Number of Cars
Arch.....	Milk.....	Summer.....	1,672	405	160	—	104	105	—	45	54	165	1,038	634*	29
Avery.....	Tremont.....	Washington.....	825	245	120	—	64	30	—	48	95	40	602	223*	9
Avon.....	Washington.....	Chauncy.....	876	378	80	—	—	166	—	—	—	—	664	212	10
Bedford.....	Washington.....	Chauncy.....	860	290	120	67	39	85	—	—	15	24	640	220	10
Bosworth.....	Tremont.....	Chapman.....	383	323	60	—	—	—	—	—	—	—	383	—	—
Boylston.....	Tremont.....	Washington.....	949	744	120	—	—	50	—	—	35	—	949	—	—
Bromfield.....	Tremont.....	Washington.....	1,035	787	120	59	46	—	—	—	23	—	1,035	—	—
Chapman.....	Bosworth.....	School.....	615	535	80	—	—	—	—	—	—	—	615	—	—
Chauncy.....	Summer.....	Bedford.....	789	265	126	—	20	50	—	—	—	—	461	328*	15
Franklin.....	Washington.....	Arch.....	949	240	160	—	58	55	—	—	—	—	513	436*	22
Hawley.....	Milk.....	Summer.....	1,466	724	160	—	77	183	—	—	69	—	1,213	253*	9
Mason.....	Avery.....	West.....	1,214	984	120	—	40	—	—	—	70	—	1,215	—	—
Mason Short Arm.....	Tremont.....	Mason.....	180	100	80	—	—	—	—	—	—	—	180	—	—
Milk.....	Washington.....	Arch.....	472	289	100	—	20	40	—	—	23	—	472	341*	16
Province.....	Bromfield.....	School.....	786	310	120	—	15	—	—	—	—	—	445	—	—
Province Court.....	Province.....	.....	257	207	40	—	10	—	—	—	—	—	257	—	—
School.....	Tremont.....	Washington.....	1,102	545	160	127	51	139	—	80	—	—	1,102	—	—
Summer.....	Washington.....	Arch.....	915	642	120	65	40	—	—	48	—	—	915	370*	17
Temple Place.....	Tremont.....	Washington.....	1,013	365	80	—	90	108	—	—	—	—	643	597*	33
Tremont.....	Boylston.....	School.....	4,467	2,506	440	509	144	—	—	252	19	—	3,870	—	—
Washington.....	Boylston.....	School.....	4,142	3,300	500	223	57	—	—	16	46	—	4,142	—	—
West.....	Tremont.....	Washington.....	971	355	120	61	36	50	—	—	—	—	622	349	16
Winter.....	Tremont.....	Washington.....	1,034	861	80	—	37	30	—	—	26	—	1,034	—	—
Totals.....	.....	.....	26,972	15,400	3,266	1,111	948	1,091	—	489	475	229	23,009	3,963	186

\* Parking Meters.



*Annual-Report*

# BOSTON TRAFFIC COMMISSION

1951



**TRAFFIC**

*Statistical*

HOUSEHOLD  
FINANCIAL  
LOAN SERVICE

CRY THE  
BELOVED  
COUNTRY  
CANADA LEE  
SHORT SUBJECTS

Chick's  
RESTAURANT

B  
A  
R

PLAZA  
NEIBUR  
BAVARIAN  
PATRON

Capetana



## STATISTICS FOR QUICK REFERENCE

*Employees*—125 (Boston Traffic Commission 1951).

*Expenditures*—\$576,012.98 (Annual Budget). In addition, the sum of \$100,000 was made available by the Mayor and City Council for the purchase and installation of Traffic Signals, this amount being transferred to the Boston Traffic Commission from the proceeds of Sales of City Land and Buildings.

*Revenue*—\$662,096.74 (1951).

### CITY OF BOSTON

*Population*—801,444 (4% increase in 10 years, 1950 Census). 2,558,557—Metropolitan Area (8% increase in 10 years, 1950 Census).

Estimated daily noontime population 420,000, including 300,000 downtown.

*Area*—45.4 square miles.

*Public Streets*—2,950 (722 miles), 1,300 miles of curbstones.

*Part Public Streets (Private Ways)*—2,100 (148 miles).

*Public Alleys*—83.

*Parking Meters*—8,200 (1951 Receipts \$637,000.)—(Annual average \$70 each approximately).

*Traffic Signal Installation*—258

168 Pretimed

46 Pedestrian

1 Traffic Actuated

17 Warning flashers (not on bridges)

26 Bridge warning flashers

2 Bridge signals.

*Traffic Signs Installed (permanent)*—20,000 estimated.

*Property Damage to Boston Traffic Commission Property*—\$6,486.13—1951.

*Violations of Parking Rules (Tags issued by Police Department)*

December 1, 1950, to November 30, 1951—Downtown Boston.....259,188.  
(Fines or fees \$309,788.)

December 1, 1950, to November 30, 1951—Municipal Boston.....382,642

*Heaviest Volume of Vehicular Traffic*

Boston University Bridge and Commonwealth Avenue—\$5,000 in 24 hours.

### SUMMARY OF COMPREHENSIVE STUDIES — GENERAL TRAFFIC PROBLEM IN BOSTON

**1925**—A report by the City Planning Board, submitted to the legislature in 1925, called special attention to the traffic problem of the City of Boston.

**1928**—The McClintock Report on Street Traffic Control Problem of the City of Boston.

**1930**—In 1927–1930 the Whitten Report presented a series of recommendations for the relief of traffic in the City of Boston.

**1940**—In 1938–1940 a survey of the Boston Metropolitan District, under a W.P.A. project, provided additional information concerning traffic conditions.

In 1940–1941 eighteen civic organizations were formed under the title of the Mayor's Conference on Traffic and gave special attention to the Central Traffic Artery bill.

**1944**—Legislative Post-War Highway Commission recommended specific new highway projects.

**1945**—Massachusetts Department of Public Works in collaboration with Federal Public Roads Administration made a study and report on Origin and Destination of Boston Traffic; this data has served as the basis for a comprehensive highway plan for Metropolitan Boston.

**1948**—Consulting engineers employed by the state made master-plan for highways in Metropolitan Boston.

# ANNUAL REPORT

OF THE

## BOSTON TRAFFIC COMMISSION

FOR THE

YEAR ENDING DECEMBER 31, 1951.



CITY OF BOSTON  
PRINTING DEPARTMENT  
1953

# MEMBERS OF THE BOSTON TRAFFIC COMMISSION

— April 16, 1953 —

1950—	WILLIAM ARTHUR REILLY . . . . .	Commissioner
	THOMAS F. SULLIVAN . . . . .	Associate Commissioner
	GEORGE G. HYLAND . . . . .	Associate Commissioner
	FRANK R. KELLEY . . . . .	Associate Commissioner
	GERALD F. SCALLY . . . . .	Associate Commissioner
1946—1950	WILLIAM P. HICKEY (Died March 6, 1947).	Commissioner
	LEO F. CURLEY (1947—1950) . . . . .	Commissioner
	THOMAS F. SULLIVAN . . . . .	Associate Commissioner
	ROBERT P. CURLEY . . . . .	Associate Commissioner
	WILLIAM P. LONG (Retired Aug. 31, 1947).	Associate Commissioner
	JOHN J. MURPHY (1947—1950) . . . . .	Associate Commissioner
	RICHARD L. CASEY (Resigned Sept. 4, 1946)	Associate Commissioner
	CHARLES E. MANION (1946—1949) . . . . .	Associate Commissioner
	GEORGE J. CURLEY (1949—1950) . . . . .	Associate Commissioner
1942—1946	WILLIAM P. HICKEY . . . . .	Commissioner
	JOSEPH F. TIMILTY (1942—1943) . . . . .	Associate Commissioner
	THOMAS F. SULLIVAN (1943—1946) . . . . .	Associate Commissioner
	GEORGE G. HYLAND (1942—1944) . . . . .	Associate Commissioner
	WILLIAM T. MORRISSEY (1944—1945) . . . . .	Associate Commissioner
	ROBERT P. CURLEY (1945—1946) . . . . .	Associate Commissioner
	WILLIAM P. LONG . . . . .	Associate Commissioner
	JOHN A. DONOGHUE . . . . .	Associate Commissioner
1938—1942	WILLIAM P. HICKEY . . . . .	Commissioner
	JOSEPH F. TIMILTY . . . . .	Associate Commissioner
	GEORGE G. HYLAND . . . . .	Associate Commissioner
	WILLIAM P. LONG . . . . .	Associate Commissioner
	JOHN A. DONOGHUE . . . . .	Associate Commissioner
1934—1938	WILLIAM P. HICKEY . . . . .	Commissioner
	JOSEPH J. LEONARD (1934—1935) . . . . .	Associate Commissioner
	EUGENE M. MCSWEENEY (1935—1936) . . . . .	Associate Commissioner
	JOSEPH F. TIMILTY (1936—1938) . . . . .	Associate Commissioner
	CHRISTOPHER J. CARVEN (1934—1936) . . . . .	Associate Commissioner
	EDWARD M. RICHARDSON (1936—1938) . . . . .	Associate Commissioner
	WILLIAM P. LONG . . . . .	Associate Commissioner
	OWEN A. GALLAGHER (1934—1936) . . . . .	Associate Commissioner
	FARIS S. MALOUF (1937) . . . . .	Associate Commissioner
	WILLIAM A. MOTLEY, JR. (1938) . . . . .	Associate Commissioner
	JOHN A. DONOGHUE (1938) . . . . .	Associate Commissioner
1930—	THOMAS F. SULLIVAN (Jan. to April 30, 1930)	Acting Commissioner
1930—1934	JOSEPH A. CONRY . . . . .	Commissioner
	EUGENE C. HULTMAN (1930—1933) . . . . .	Associate Commissioner
	EUGENE M. MCSWEENEY (1934) . . . . .	Associate Commissioner
	JOSEPH A. ROURKE (1930—1933) . . . . .	Associate Commissioner
	CHRISTOPHER J. CARVEN (1933—1934) . . . . .	Associate Commissioner
	WILLIAM P. LONG . . . . .	Associate Commissioner
	THOMAS J. HURLEY (1930—1931) . . . . .	Associate Commissioner
	JOHN J. O'CALLAGHAN (1931) . . . . .	Acting Associate Commissioner
	THEODORE A. GLYNN (1932—1933) . . . . .	Associate Commissioner
1929—1930	WILLIAM A. FISHER . . . . .	Commissioner
	HERBERT A. WILSON . . . . .	Associate Commissioner
	JAMES H. SULLIVAN . . . . .	Associate Commissioner
	WILLIAM P. LONG . . . . .	Associate Commissioner
	THOMAS J. HURLEY . . . . .	Associate Commissioner

## Traffic Engineers

1929—1935	JOHN F. HURLEY
1935—1936	THOMAS H. CARR (Provisional)
1936—	PHILIP T. DESMOND



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## AUTHORITY

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[CHAP. 263.]

### AN ACT ESTABLISHING THE BOSTON TRAFFIC COMMISSION AND DEFINING ITS POWERS AND DUTIES.

*Be it enacted, etc., as follows:*

SECTION 1. There is hereby established in the city of Boston, hereinafter referred to as the city, a commission to consist of a commissioner and four associate commissioners and to be known as the Boston Traffic Commission, hereinafter referred to as the commission. The commissioner, who shall be chairman of the commission, shall be appointed by the mayor of the city, shall serve for a term of four years and until the qualification of his successor, shall be subject to the confirmation of the civil service commission under chapter four hundred and eighty-six of the acts of nineteen hundred and nine, as amended, shall receive such compensation as shall be established by the mayor and city council of the city and may be removed by the mayor in accordance with section fourteen of said chapter four hundred and eighty-six. The police commissioner, commissioner of public works, the chairman of the park commissioners and the chairman of the board of street commissioners, all of the city, shall be, *ex officio*, the associate commissioners and shall receive no compensation for their services as such associate commissioners; but all the expenses of the commission incurred for the purposes of this act shall be paid by the city. For said purposes the commission may, subject to the approval of the mayor and to chapter thirty-one of the General Laws and the rules and regulations made thereunder, employ engineers, experts, assistants and other officers and employees. All statutes and ordinances applicable generally to the departments of the city shall apply to the commission, except the provisions of section five of said chapter four hundred and eighty-six.

SECT. 2. The commission shall have exclusive authority, except as otherwise herein provided, to adopt, amend, alter and repeal rules and regulations, not inconsistent with general law as modified by this act, relative to vehicular street traffic in the city, and to the movement, stopping or standing of vehicles on, and their exclusion from, all or any streets, ways, highways, roads and parkways, under the control of the city, including rules and regulations designating any way or part thereof under said control as a through way under and subject to the provisions of section nine of chapter eighty-nine of the General Laws, as amended, and may prescribe penalties not



exceeding fifty dollars for the violation of any rule or regulation adopted hereunder. No such rule or regulation, except such special rules and regulations as are declared by vote of the commission to be urgently required by considerations of public safety or convenience or such as are of a temporary nature and are to be effective for a period of not more than two weeks, shall take effect until published for two successive weeks in the City Record. Upon petition of twenty-five registered voters of the city relative to any rule or regulation adopted or proposed to be adopted under this section, the commission shall hold a public hearing thereon within thirty days after the filing with the commission of such petition, and final action thereon shall be determined only by vote of a majority of the entire membership of the commission.

The commission shall have power to erect, make and maintain, or cause to be erected, made and maintained, traffic signs, signals, markings and other devices for the control of such traffic in the city and for informing and warning the public as to rules and regulations adopted hereunder, subject, however, to section two of chapter eighty-five, and to sections eight and nine of said chapter eighty-nine, of the General Laws, as amended. Nothing in this act shall be construed to authorize the commission to adopt any rule or regulation excluding the cars of a street-railway company from any way or part thereof in which it has a location, or to modify or limit any power or authority of the metropolitan district commission, of the state department of public works or of the state department of public utilities, or any power now vested in the said police commissioner to regulate street uses under licenses or permits granted by said commissioner.

SECT. 3. All existing rules and regulations of the board of street commissioners, the board of park commissioners, the police commissioner, or any other public board, commission or official of the city, relating to the control of vehicular traffic, shall remain in full force and effect until amended, revised or repealed by the commission under this act, and any amendment, revision or repeal of such a rule or regulation or the adoption of any new rule or regulation by the commission shall not affect any act done, any right accrued, any penalty incurred, or any suit, prosecution or proceeding pending at the time of said amendment, revision, repeal or adoption.

SECT. 4. This act shall take effect upon its acceptance, during the current year, by vote of the city council of the city, subject to the provisions of its charter, but not otherwise; provided, that for the purposes of such acceptance only, this act shall take effect upon its passage.

*Approved April 26, 1929.*



[1934 — CHAP. 140.]

AN ACT PROVIDING FACILITIES FOR THE PARKING OF MOTOR  
VEHICLES NEAR THE STATE HOUSE BY MEMBERS AND OF-  
FICERS OF THE GENERAL COURT.

*Be it enacted, etc., as follows:*

SECTION 1. The traffic commission of the city of Boston is hereby directed to provide in its regulations prohibiting or restricting the parking and standing of motor vehicles on public ways in said city that they shall not, so far as they relate to the easterly side of Hancock street between Mount Vernon and Derne streets, the southerly side of Derne street between Hancock and Bowdoin streets, and the westerly side of Bowdoin street between Mount Vernon and Beacon streets, apply to motor vehicles owned or used by members and officers of the general court.

SECT. 2. This act shall take effect upon its passage.

*Approved April 13, 1934.*

[ACTS OF 1935 — CHAP. 319.]

AN ACT EMPOWERING THE BOSTON TRAFFIC COMMISSION TO  
COLLECT FEES FOR THE ISSUANCE OF LOADING ZONE PER-  
MITS, SO CALLED.

*Be it enacted, etc., as follows:*

Chapter two hundred and sixty-three of the acts of nineteen hundred and twenty-nine is hereby amended by inserting after section two the following new section: — SECTION 2A. Upon the issuance by the commission of a permit for a loading zone, so called, under the provisions of the preceding section, it shall collect a fee computed at the rate of fifty cents for each foot of curbing abutting on said zone, but in no event less than ten dollars. Such permit shall expire one year from the date of its issue, and may be revoked by the commission for a violation of any provisions of the rules and regulations relating to such zones and made under authority of this act.

*Approved June 3, 1935.*

[CITY ORDINANCES OF 1950 — CHAP. 5.]

CONCERNING FEES FOR LOADING ZONE PERMITS.

Section 22 of chapter 41 of the Revised Ordinances of 1947, as most recently amended by chapter 1 of the ordinances of 1950, is hereby further amended by adding after clause 26 the following new clause:

27. The fee for a permit for a loading zone, so called, issued under the provisions of section 2 of chapter 263 of the Acts of 1929 shall be computed at the rate of one dollar for each foot of curbing abutting on said zone, but in no event less than twenty dollars.

*Approved July 11, 1950.*

## [CHAP. 442.]

AN ACT AUTHORIZING THE INSTALLATION AND OPERATION OF  
PARKING METERS IN CITIES AND TOWNS.

*Be it enacted, etc., as follows:*

SECTION 1. Chapter 40 of the General Laws is hereby amended by adding after section 22 the following section:—  
SECTION 22A. Any city or town, for the purpose of enforcing its ordinances, by-laws and orders, rules and regulations relating to the parking of vehicles on ways within its control and subject to the provisions of section two of chapter eighty-five, may appropriate money for the acquisition, installation, maintenance and operation of parking meters, or by vote of the city council or of the town may authorize a board or officer to enter into agreement for such acquisition, installation or maintenance of parking meters; provided, that the city of Boston, for the purpose of enforcing the rules and regulations adopted by the Boston Traffic Commission under chapter two hundred and sixty-three of the acts of nineteen hundred and twenty-nine, may appropriate money for the acquisition, installation, maintenance and operation of parking meters, or, by vote of the city council of said city, subject to the provisions of its charter, may authorize the Boston Traffic Commission to enter into agreements for the acquisition, installation or maintenance of parking meters. An agreement for the acquisition or installation of parking meters may provide that payments thereunder shall be made over a period not exceeding five years without appropriation, from fees received for the use of such parking meters notwithstanding the provisions of section fifty-three of chapter forty-four. Such fees shall be established and charged at such rates that the revenue therefrom shall not exceed in the aggregate the necessary expenses incurred by such city or town for the acquisition, installation, maintenance and operation of parking meters and the regulation of parking and other traffic activities incident thereto.

SECT. 2. Section 2 of chapter 85 of the General Laws, as appearing in the Tercentenary Edition, is hereby amended by adding after the word "devices" in line 7 and in line 13, in each instance, the words:—or parking meters,—so that the second and third sentences will read as follows:—No such signs, lights, markings, signal systems or devices or parking meters shall be erected or maintained on any state highway by any authority other than said department except with its written approval as to location, shape, size and color thereof and except during such time as said approval is in effect. No rule, regulation, order, ordinance or by-law of a city or town hereafter made or promulgated relative to or in connection with such signs, lights, markings, signal systems or devices or parking meters on any way within its control shall take effect until approved in writing by said department or be effective after said approval is revoked.

*Approved May 22, 1947.*



## [CHAP. 78.]

AN ACT RELATIVE TO CERTAIN PARADES, PROCESSIONS, AND  
ORGANIZED FORMATIONS IN THE CITY OF BOSTON.

*Be it enacted, etc., as follows:*

SECTION 1. Section 2 of chapter 263 of the acts of 1929, as amended by section 1 of chapter 362 of the acts of 1949, is hereby further amended by striking out the first sentence and inserting in place thereof the following sentences:— For the purpose of conserving the public convenience in the use of the streets, ways, highways, roads and parkways under the control of the city, the commission shall have exclusive authority to adopt, amend, alter and repeal rules, which shall be reasonable and not repugnant to law, regulating the time, place and manner of parades, processions, and other organized formations of persons or vehicles, other than funeral processions and picket lines, in or upon all or any such streets, ways, highways, roads and parkways, and prescribing that no person shall take part in any parade, procession or other organized formation of persons or vehicles, other than a funeral procession or a picket line, in or upon any such street, way, highway, road or parkway unless the commission has granted a permit for such parade, procession or formation; provided, however, that no rule prescribing a permit shall be valid unless it also requires the issuance of the permit in all cases except where the time, place and manner are not in conformity with rules adopted hereunder and except where the permit would conflict as to time or place with a permit previously issued; and provided, further, that, notwithstanding anything to the contrary in chapter two hundred and twenty-two of the acts of nineteen hundred and forty-nine, no fee shall be charged for any such permit. The commission shall also have exclusive authority, except as otherwise herein provided, to adopt, amend, alter and repeal rules and regulations, not inconsistent with general law as modified by this act, relative to vehicular street traffic in the city, and to the movement, stopping or standing of vehicles on, and their exclusion from, all or any streets, ways, highways, roads and parkways, under the control of the city, including rules and regulations designating any way or part thereof under said control as a through way under and subject to the provisions of section nine of chapter eighty-nine of the General Laws, as amended. The commission may prescribe penalties not exceeding fifty dollars for the violation of any rule or regulation adopted under this section.

SECTION 2. On and after the effective date of this act, the board of street commissioners of the city of Boston shall have no jurisdiction over parades, processions, and other organized formations of persons or vehicles in said city.

*Approved February 11, 1950.*



## BOSTON TRAFFIC COMMISSION

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The City of Boston placed second, among the nation's cities of 500,000 or more population, for outstanding achievement in traffic engineering for 1951, through an award received from the Institute of Traffic Engineers, New Haven, Connecticut.

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Philip T. Desmond, Traffic Engineer, was given honorable mention for outstanding public service by the Boston Municipal Research Bureau on November 27, 1951, at special ceremonies attended by leaders in civic and public life, headed by Mayor John B. Hynes.

### LEGISLATION REQUESTED — 1951

Bills were entered in the Massachusetts State Legislature as follows:

1. To Authorize the City of Boston to Lay Out a Public Way Over Certain Land of the Commonwealth—for the purpose of widening the corner of the Riverway where it enters Brookline avenue near Fenwood road.
2. To empower the Boston Traffic Commission to Provide by Rule or Regulation for the Removal From Certain Ways Within Its Jurisdiction of Vehicles Parked or Standing on Such Ways in Violation of Law.
3. To Provide for the Noncriminal Disposition of Violations of Rules, Ordinances, Bylaws, and the Like Regulating the Parking of Trailers. This bill to enable the Police Department to better control the parking of trailer trucks on city streets.

### SNOW REMOVAL

In keeping with its general policy of cooperation with other departments, the Boston Traffic Commission in December, 1951, accepted responsibility for supervision of contract snow removal activities in Snow Removal Area No. 8, this area having been established by the Commissioner of Public Works.

Snow Removal Area No. 8 is described as follows:

Beginning at the junction of Shawmut avenue and West Dedham street; by and not including West Dedham street to Dartmouth street; by and not including Dartmouth street to Boylston street; by and not including Boylston street to Massachusetts avenue; by and including Massachusetts avenue to Shawmut avenue;

by and including Shawmut avenue to West Dedham street, to point of beginning. Also the following streets: Beacon street, Massachusetts avenue to Kenmore square; Bay State road, Beacon street to Soldiers Field road; Marlborough street, Massachusetts avenue to Charlesgate East; Charlesgate East, Commonwealth avenue to Beacon street; Huntington avenue, Massachusetts avenue to Opera place; Longwood avenue, Brookline avenue to Huntington avenue; Brookline avenue, Kenmore square to Boylston street.

Boston Traffic Commission forces supervised the snow removal work of the J. F. White Contracting Company in Snow Removal Area No. 8 on Sunday, December 16, 1951, but snowfall for the remainder of 1951 was so light that contract snow removal was not employed.

#### CIVIL DEFENSE

The Boston Traffic Commission has been assigned the duty of preparing traffic plans to meet conditions during a national emergency resulting from a state of war. These plans, which include emergency traffic rules, have been prepared and are to be effective if a state of war exists.

The sign shop of the Boston Traffic Commission has prepared and installed "Shelter" signs indicating all buildings which have been designated as emergency shelters by the Boston Building Department. These signs were designed by employees of the Boston Traffic Commission and approved by both federal and state civil defense directors.

The sign shop has also provided large display signs for public relations purposes when requested by the Civil Defense Department.

All vehicles of the Boston Traffic Commission have been placed at the disposal of the Department of Public Works for assignment in a national emergency resulting from a state of war and are identified by the civil defense windshield sticker.

All male personnel of the Boston Traffic Commission have been given the civil defense oath and have been instructed to report to their assembly area in the event of an air attack on the City of Boston.

A representative of the Boston Traffic Commission has attended all pertinent meetings at the offices of the



Civil Defense Department during 1951, and this practice is being continued so that continuous liaison with the Civil Defense Department is in effect.

### SPEED ZONES

A large number of speed zoning studies were made on major highways of the city by means of radar equipment, and as a result modern scientific data not previously available has been placed in the department files ready for reference.

### INTERDEPARTMENTAL CONFERENCES

Interdepartmental conferences were arranged during the year in order to assemble the engineers of various city and state agencies so that all might be able to gain firsthand knowledge of the plans and progress of such agencies in matters affecting traffic, proposed housing projects, new roadways of the Metropolitan District Commission, State Public Works Department (in the City of Boston, or approaching the City of Boston), street widenings, landtakings, proposed street resurfacing programs, street lighting projects, and other such activities related to the interests of the Traffic Commission.

Information regarding various projects was thus brought to the attention of this engineering committee for the benefit of all participants, and as a result of this coordination much duplication of effort was eliminated and more efficient cooperation achieved. The composite views of the engineers of various departments concerning particular problems has been beneficial, and where major projects have been announced all related departments have been able to give the benefit of a suggestion on subjects directly affecting them, and the timing of various departmental activities has been worked out to the benefit of all parties concerned. Participants have included the City Planning Board, Street Laying-Out Department, Paving Division of the Public Works Department, Park Department, Metropolitan District Commission, State Department of Public Works, Boston Housing Authority, and Metropolitan Transit Authority.



## FREEDOM TRAIL SIGNS

As the result of the Chamber of Commerce and newspaper support of a citizen's suggestion, signs bearing the legend "FREEDOM TRAIL" were made by this Commission and installed in various parts of the city. These signs were designed and manufactured by Daniel A. McAuley, sign writer in the BTC sign shop, and they received favorable comment from a large number of tourists and visitors to the city.

Freedom Trail signs are established to direct pedestrians to various historic shrines of the city and are placed in such a way that they permit a traveler to begin at one point and walk throughout the area and cover all of the important shrines which are of interest.

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A continuous program of establishing one-way streets, installing traffic signals, installing parking meters, redesigning in sections, erecting signs, and roadway painting is in operation.

With the assistance of the Street Laying-Out Department and the Public Works Department many improvements have been achieved which have been beneficial to the flow of traffic in this city during the past two years.

With the cooperation and advice of the police many effective steps have been taken in rerouting traffic.

The members of the Traffic Commission have been most diligent in attending meetings and giving careful consideration to particular problems referred by residents and public officials and larger problems of administrative policy.

## EXECUTIVE ORGANIZATION

*Traffic Commissioner*, WILLIAM ARTHUR REILLY

*Secretary*, WILLIAM T. DOYLE

*Traffic Engineer*, PHILIP T. DESMOND

## ENGINEERING STAFF

TIMOTHY J. O'CONNOR, *Assistant Traffic Engineer*

WILLIAM E. FLANAGAN, *Assistant Traffic Engineer*

JOSEPH M. GALEOTA, *Senior Electrical Engineer*

BERNARD J. DUNN, *Civil Engineer*

PATRICK F. TIERNEY, *Civil Engineer*

ROBERT F. DRUMMOND, *Civil Engineer*

THOMAS J. POWERS, *Draftsman*

## SAFETY EDUCATION DIVISION

THEODORE J. HOPPE, *Director of Safety Education*

GEORGE R. HURLEY, *Clerk*

WILLIAM CANTILLO, *Assistant Cashier*

RALPH S. KOUROYEN, *Traffic Investigator*

## TRAFFIC INSPECTORS

FRANCIS J. LAUGHLIN, *Chief*

ANDREW ALLAN

CHARLES H. KING

THOMAS F. MACDONALD

WILLIAM A. MORIARTY, *Inspector of Permits*

HENRY L. CADWELL, *Clerk*

## ELECTRICAL INSPECTION DIVISION

WILLIAM F. FENLON, *Signal Maintenance Man*

MICHAEL T. GAINEY, *Traffic Inspector*

JAMES J. PENDER, *Signal Maintenance Man*

FRANCIS J. SOLARI, *Clerk*

## TRAFFIC INVESTIGATORS

JOHN J. CORKERY

CHARLES G. HADDAD

ROBERT D. HAIGH

WALTER F. HENNESSEY

JOHN J. O'DONNELL, JR.

JOHN J. RILEY

## SECRETARIAL STAFF

MARIE A. MAHER, *Secretary-Stenographer*

ELINORE B. CLAPP, *Clerk-Stenographer*

WILLIAM L. DUFFY, *Clerk-Messenger*

M. LILLIAN HINES, *Telephone Operator*  
 FLORENCE M. HURTER, *Stenographer-Bookkeeper*  
 MARY MACDONALD, *Stenographer*  
 GRACE E. MACKEY, *Clerk-Typist*  
 EVELYN V. SULLIVAN, *Clerk*  
 GERTRUDE M. TRAVERS, *Switchboard Operator-Clerk*

#### ELECTRICAL MAINTENANCE DIVISION

JAMES E. DALEY, *Traffic Signal Supervisor*  
 LEONARD M. VAN GEMERT, *Assistant Traffic Signal Foreman*  
 CYRIL J. NEWTON, *Clerk-Typist*  
 MALCOLM E. CAMERON, *Lineman*  
 WILLIAM F. AHERN, *Signal Maintenance Man*  
 THOMAS J. CONDON, *Signal Maintenance Man*  
 LEONARDO GRANA, *Signal Maintenance Man*  
 FRANK L. HUDDLESTON, *Signal Maintenance Man*  
 CARL O. LUNDBERG, *Signal Maintenance Man*  
 PAUL C. MCSHANE, *Signal Maintenance Man*  
 BERTRAM PAGE, *Signal Maintenance Man*  
 FRANCIS V. RYAN, *Signal Maintenance Man*  
 FREDERICK M. BACHOFNER, JR., *Traffic Signal Repairman*

#### PARKING METER DIVISION

PAUL V. DIRKSMEYER, *Supervisor*  
 JAMES W. SULLIVAN, *Foreman*  
 JEREMIAH F. BRENNAN, *Metered Parking System Inspector*  
 HAROLD F. LEE, *Cashier*  
 GENE J. DiBENEDETTO, *Assistant Cashier*  
 JOHN J. HURLEY, *Assistant Cashier*  
 IRA G. JONES, *Assistant Cashier*  
 PETER L. KENNEY, *Assistant Cashier*  
 HENRY K. LYDON, *Assistant Cashier*  
 FRANCIS K. McDONALD, *Assistant Cashier*  
 JOHN F. MURPHY, *Assistant Cashier*  
 LEO W. REAGAN, *Assistant Cashier*  
 ARTHUR M. CLONAN, *Assistant Cashier*  
 MORGAN E. WHITE, *Assistant Cashier*  
 ROBERT E. WANDERS, *Clerk*  
 FRANK J. JACOBS, *Parking Meter Repairman*  
 ERNEST G. CARDILLO, *Parking Meter Maintenance Man*  
 HENRY C. COLLE, *Parking Meter Maintenance Man*  
 JOSEPH P. DICKEY, *Parking Meter Maintenance Man*  
 ROBERT L. DOLAN, *Parking Meter Maintenance Man*  
 RAYMOND K. FRYE, *Parking Meter Maintenance Man*  
 EDWIN D. ILSLEY, *Parking Meter Maintenance Man*  
 GEORGE F. LUNNEY, *Parking Meter Maintenance Man*  
 JOHN J. MEEHAN, *Parking Meter Maintenance Man*  
 EDWARD E. MOSCHELLA, *Parking Meter Maintenance Man*  
 TERRANCE D. O'CONNOR, *Parking Meter Maintenance Man*  
 WESTON W. PARKER, *Parking Meter Maintenance Man*



KENNETH H. J. PARKS, *Parking Meter Maintenance Man*  
PATRICK F. SHEEHAN, *Parking Meter Maintenance Man*  
JEREMIAH V. SULLIVAN, *Parking Meter Maintenance Man*  
JOHN W. TRAVERS, *Parking Meter Maintenance Man*  
GREGORIO VOCI, *Parking Meter Maintenance Man*  
DUDLEY B. WALSH, *Parking Meter Maintenance Man*  
JOSEPH F. WALSH, *Parking Meter Maintenance Man*  
EMORY J. DAVIS, *Parking Meter Clock Repairman*  
ANDREW J. QUINTILLIANI, *Parking Meter Clock Repairman*  
JOSEPH J. FRUSCIANTE, *Chauffeur-Laborer*  
SALVATORE H. IPPOLITO, *Chauffeur-Laborer*  
MANUEL F. RODRIGUEZ, JR., *Chauffeur-Laborer*  
WILLIAM J. BREADY, *Laborer*  
GEORGE J. FLEMING, *Laborer*

## GARAGE DIVISION

WILLIAM F. KINSMAN, *Master Mechanic*  
GEORGE FARRAH, *Master Mechanic*  
GEORGE H. HOSMER, *Auto Mechanic*  
THOMAS F. REILLY, *Clerk*

## SHOP, SIGN-WRITING, SPRAY-PAINTER DIVISION

JOHN J. JASON, *Superintendent*  
EDWARD H. FERGUSON, *Assistant Cashier*  
JOHN F. MONTGOMERY, *Painter Foreman*  
THOMAS H. McALENEY, *Working Foreman*  
THOMAS F. MELIA, *Working Subforeman*  
DANIEL A. MCAULEY, *Sign Painter*  
JOSEPH A. MULLONEY, *Sign Painter*  
JOHN HURLEY, *Spray Painter*  
NORMAN R. DEAN, *Painter-Chauffeur*  
JAMES A. ANDERSON, *Painter*  
JOHN J. DELANEY, *Painter*  
GEORGE A. DUNBAR, *Painter*  
JAMES J. McGRAIL, *Painter*  
JAMES E. MURPHY, *Painter*  
JOSEPH PETKUS, *Painter*  
JOSEPH PIAZZA, *Painter*  
FRANK A. BARANOWSKI, *Chauffeur-Laborer*  
FRANCIS I. ELLARD, *Chauffeur-Laborer*  
EARL V. KING, *Chauffeur-Laborer*  
LEO F. MCGONIGLE, *Chauffeur-Laborer*  
JOHN F. DEMPSEY, *Chauffeur-Laborer*  
ALEXANDER J. CASSIDY, JR., *Laborer*  
JOHN J. DILLON, *Laborer*  
JOSEPH D. HEFFERNAN, *Laborer*  
WILLIAM F. HOULIHAN, *Laborer*  
JOHN J. SCHULTZ, *Laborer*  
CHARLES P. SULLIVAN, *Laborer*

**CHARTER MEMBERS OF THE DEPARTMENT WHO  
HAVE COMPLETED TWENTY-TWO YEARS OF  
ACTIVE SERVICE (1951)**

ANDREW ALLAN  
MALCOLM E. CAMERON  
THOMAS J. CONDON  
NORMAN R. DEAN  
PHILIP T. DESMOND  
WILLIAM E. FLANAGAN  
MICHAEL T. GAINES  
JOSEPH M. GALEOTA  
THEODORE J. HOPPE  
FLORENCE M. HURTER  
JOHN J. JASON  
CHARLES H. KING  
WILLIAM F. KINSMAN  
FRANCIS J. LAUGHLIN  
MARY MACDONALD  
THOMAS F. MACDONALD  
MARIE A. MAHER  
THOMAS H. McALENEY  
DANIEL A. McAULEY  
LEO F. MCGONIGLE  
THOMAS F. MELIA  
JOHN F. MONTGOMERY  
TIMOTHY J. O'CONNOR  
JAMES J. PENDER  
JOSEPH PIAZZA

**MEMBERS WHO REACHED TWENTY YEARS OF  
ACTIVE SERVICE DURING 1951**

JAMES E. DALEY  
LEONARD VAN GEMERT

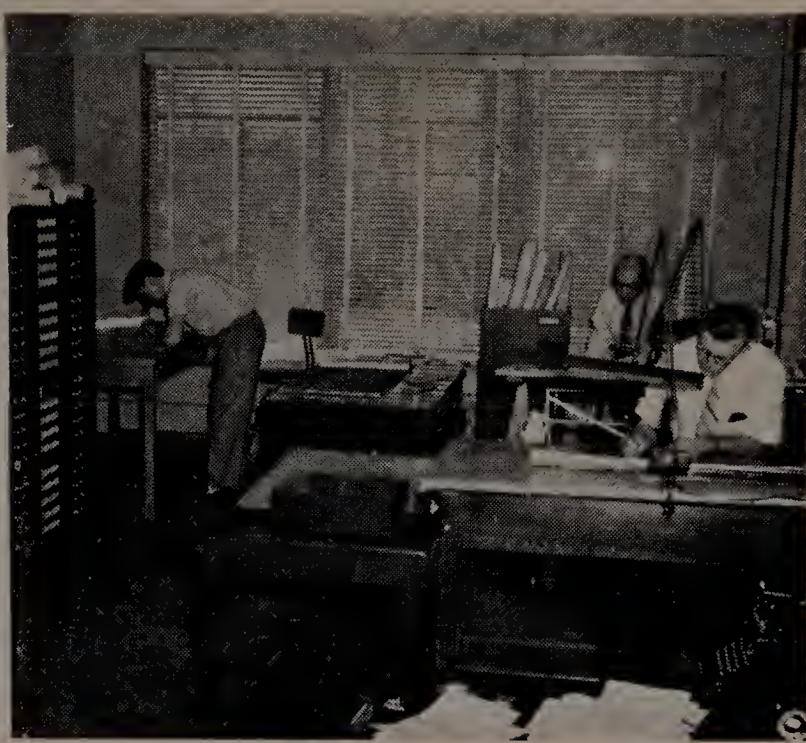
**MEMBERS WHO REACHED TEN YEARS OF  
ACTIVE SERVICE DURING 1951**

JOHN J. DELANEY  
FRANCIS J. SOLARI  
EVELYN V. SULLIVAN





Portion of Office



Drafting Department



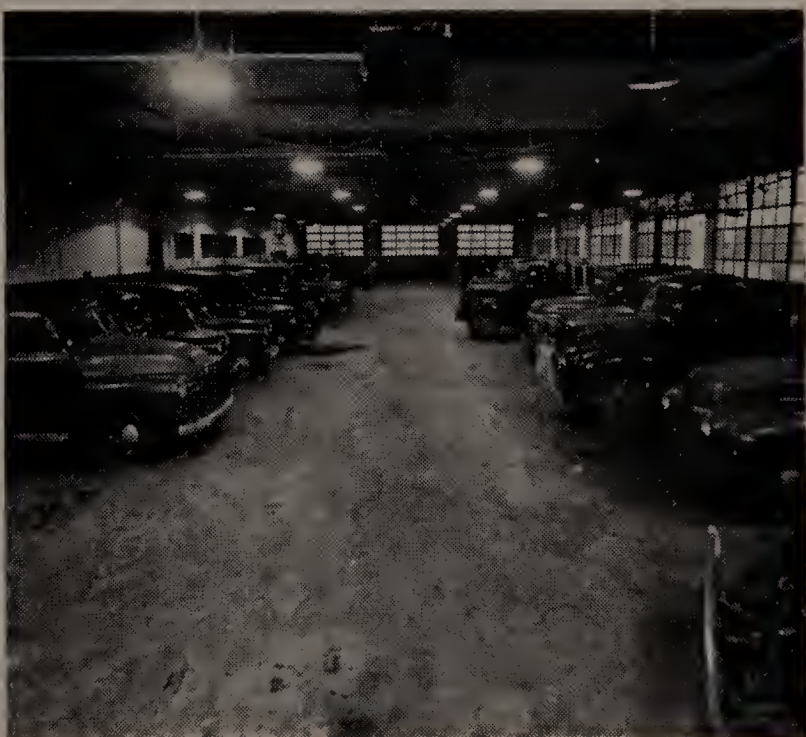
Electrical Signal Testing Panel



Parking Meter Repairs



Sign Shop



Fleet Garage

INTERIOR VIEWS  
NEW TRAFFIC COMMISSION BUILDING.



## COMPARATIVE TRAFFIC COMMISSION EXPENDITURES

	1950	1951
1. PERSONAL SERVICES:		
Permanent employees . . . . .	\$332,937 41	\$397,710 24
Temporary employees . . . . .	24,733 78	38,031 99
Overtime . . . . .	1,543 27	2,193 52
	<hr/>	<hr/>
	\$359,214 46	\$437,935 75
2. CONTRACTUAL SERVICES:		
Communications . . . . .	\$2,948 47	\$2,836 71
Electricity . . . . .	26,333 79	29,819 93
Gas . . . . .	100 00	253 79
Professional and technical services . . . . .	273 00	499 50
Repairs and maintenance of buildings and structures . . . . .	—	2,388 26
Repairs and servicing of equip- ment . . . . .	2,651 20	3,935 52
Travel expenses outside the state . . . . .	150 00	189 36
Travel expenses inside the state . . . . .	1,453 13	1,997 38
Advertising and posting . . . . .	1,782 72	1,891 00
Duplicating services . . . . .	10 00	466 25
Cleaning . . . . .	463 34	824 00
Freight and express charges . . . . .	—	366 36
Printing, binding and ruling . . . . .	15 00	7 84
Other contractual services . . . . .	4,515 36	2,877 03
	<hr/>	<hr/>
	\$40,696 01	\$48,352 93
3. SUPPLIES AND MATERIALS:		
Automotive . . . . .	\$6,437 31	\$8,189 41
Building . . . . .	4,344 47	6,624 56
Heating . . . . .	1,917 86	2,415 65
Household . . . . .	1,688 61	1,630 38
Medical, dental, and hospital . . . . .	31 80	38 95
Office . . . . .	3,693 89	4,544 32
Police, traffic control, and fire- fighting . . . . .	34,586 38	44,563 60

## BOSTON TRAFFIC COMMISSION.

17

Education and recreation . . . . .	\$200 00	—
General operating . . . . .	918 52	\$1,350 08
Repair parts and materials (nonautomotive) . . . . .	454 00	2,208 47
Tools and instruments (except medical and laboratory) . . . . .	1,302 00	1,391 15
Wearing apparel . . . . .	175 00	132 69
Other supplies and materials . . . . .	254 00	249 05
	<hr/>	<hr/>
	\$56,003 84	\$73,338 31

## 4. CURRENT CHARGES AND OBLIGATIONS:

Dues and subscriptions . . . . .	\$161 02	\$217 00
Bonds and insurance premi- ums . . . . .	172 50	242 50
Licenses . . . . .	44 00	75 00
Taxes (real estate and water on city-owned property) . . . . .	51 00	101 60
	<hr/>	<hr/>
	\$428 52	\$636 10

## 5. EQUIPMENT:

Automotive . . . . .	\$4,121 08	\$5,316 00
Electrical and mechanical ma- chinery and equipment . . . . .	3,338 38	1,032 29
Engineering and scientific . . . . .	—	178 50
Office furniture and equip- ment . . . . .	506 78	1,799 74
Signal equipment . . . . .	14,887 13	16,340 18
Agricultural, parks, and re- creation . . . . .	44 50	78 00
Library books . . . . .	63 00	219 88
	<hr/>	<hr/>
	\$22,960 87	\$24,964 59

Grand Totals . . . . .	\$479,303 70	\$585,227 68
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## PARKING METER DIVISION INCOME

During the year 1951, the Parking Meter Division installed additional parking meters in the Cleary Square section of Hyde Park, the Commonwealth Avenue and Harvard Avenue sections of Brighton, and the Forest Hills section of West Roxbury.

Meters were removed from Haverhill street, North Washington street, and part of Hanover street in downtown Boston in order to accommodate the construction of the new John F. Fitzgerald Highway.

Additional meters will continue to be installed wherever the necessity is found and whenever a situation for the relief of a parking problem is existent.

The following is the income derived from parking meters during the year 1951 by months:

January . . . . .	\$47,037 86
February . . . . .	48,572 12
March . . . . .	55,328 96
April . . . . .	55,405 05
May . . . . .	58,943 98
June . . . . .	54,487 56
July . . . . .	53,239 77
August . . . . .	55,638 22
September . . . . .	50,050 33
October . . . . .	59,359 16
November . . . . .	53,627 30
December . . . . .	46,553 33
Total . . . . .	<hr/> \$638,243 64

#### VARIOUS ACTIVITIES SUMMARIZED

##### Bus Stops:

##### Number of bus stops issued (1951):

Gray Line . . . . .	3
Metropolitan Transit Authority . . . . .	168

Total bus stops issued in 1951 . . . . .	171
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##### Existing number of bus stops:

Airways Transportation Company . . . . .	2
Boston & Maine Transportation Company . . . . .	1
Boston, Worcester, New York Street Railway Company . . . . .	2
Dedham Transit Company . . . . .	1
Eastern Massachusetts Street Railway Company . . . . .	13
Gray Line . . . . .	4
Hart Bus Line . . . . .	1
Metropolitan Transit Authority . . . . .	925
Pierce Bus Line . . . . .	2
Rapid Transit, Inc. . . . .	2

Total existing bus stops . . . . .	953
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## Investigations (1951):

Miscellaneous investigations . . . . .	650
Parking studies . . . . .	40
Number vehicles checked in parking studies .	42,000
Special investigations as a result of correspondence . . . . .	1,800

## Loading Zones (1951):

New loading zones established in 1951 . .	159
Total number loading zones maintained . .	1,314

## Parking Meters (1951):

Number parking meters maintained . . . .	8,000
Vehicular miles traveled by parking meter crews, including collectors and maintenance men . . . . .	111,000

## Permits (1951):

Parade permits . . . . .	94
Special emergency permits issued . . . .	133
<hr/>	
Total . . . . .	227

## Roadway Painting and Signs (1951):

Miles of roadway painted . . . . .	245
Number of signs (all types) placed during 1951	2,293
Number of trouble calls . . . . .	4,213

## Speed Distribution Studies (1951):

Number of studies made with radar equipment	8
Number of observations made with radar equipment . . . . .	27,835
Maximum speed observed within the city limits	66 mph

## Traffic Rules (1951):

Permanent traffic rules adopted . . . .	507
Permanent traffic rules eliminated . . . .	136
Temporary rules adopted . . . . .	901

## Traffic Signal Lights (1951):

Number new sets traffic signal lights established . . . . .	45
Total number sets traffic signal lights maintained . . . . .	294
Vehicular miles traveled by signal maintenance crews . . . . .	61,891

Vehicular Counts:

Average weekday vehicular count within the inner cordon (one square mile, downtown area of Boston)	213,000
Average daily vehicular count on Charles street, (heaviest one-way traffic record in city)	48,000
Average daily intersection count at Boston University Bridge and Commonwealth avenue	85,000
Number of intersection vehicular counts made	98
Number vehicles checked in above counts	700,000

INSPECTION DIVISION, 1951

The Inspection Division's normal activities were supplemented in 1951 with six Chapter 90 roadway resurfacing undertakings and five long-range highway construction projects for the relief of traffic congestions.

The John F. Fitzgerald Highway, East Boston Expressway, Sullivan Square and Forest Hills Overpass being constructed by State Departments necessitated the close coordination of traffic routing and regulation. These projects are of from one to three years in duration.

With these major projects, the Inspection Division supervised the closing and routing of 244 streets throughout Boston. The prohibition of parking and locating of signs for the public safety and convenience were as follows:

*Temporary Vote*

Affecting roadway construction	235
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*Chapter 90 Work*

- Blue Hill avenue at Morton street.
- River street, Dorchester avenue to Blue Hill avenue.
- Massachusetts avenue, Albany street to Edward Everett square.
- Belgrade avenue, South street to Centre street (incomplete).
- Saratoga street, Bennington street to Winthrop Line.
- Centre street, Jamaicaway to Church street.

*Special Construction*

- Forest Hills Overpass (M. D. C.).
- East Boston Expressway.
- Fitzgerald Highway.
- Sullivan Square.
- West Street (Hyde Park) Railroad Bridge.

*Portable Detour Signs Issued*

Signs Issued	890	Receipts to Contractors	150
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LEGEND:  
→ ONE-WAY, 24 HOURS  
--→ ONE-WAY, 4 PM TO 6 PM  
— NO PARKING, 24 HOURS  
--- NO PARKING, 7 AM TO 6 PM  
... NO PARKING, 8 AM TO 10 AM  
xxx NO PARKING, 4 PM TO 6 PM

EFFECTIVE: FEB. 11, 1952

## DOWN TOWN BOSTON 1951

CITY OF BOSTON  
BOSTON TRAFFIC COMMISSION

WM. ARTHUR REILLY TRAFFIC COMMISSIONER

AUGUST 16, 1951 SCALE IN FEET

0 100 200 300 400 500





*Temporary Votes Regulating Construction by Wards*

Ward 1 . . . . .	9	Ward 12 . . . . .	5
Ward 2 . . . . .	1	Ward 13 . . . . .	10
Ward 3 . . . . .	13	Ward 14 . . . . .	8
Ward 4 . . . . .	8	Ward 15 . . . . .	11
Ward 5 . . . . .	13	Ward 16 . . . . .	11
Ward 6 . . . . .	17	Ward 17 . . . . .	12
Ward 7 . . . . .	15	Ward 18 . . . . .	28
Ward 8 . . . . .	4	Ward 19 . . . . .	11
Ward 9 . . . . .	5	Ward 20 . . . . .	33
Ward 10 . . . . .	9	Ward 21 . . . . .	7
Ward 11 . . . . .	9	Ward 22 . . . . .	4

## DISTRICT DISTRIBUTION OF ONE-WAY STREETS

New During 1951 . . . . .	123
Boston Proper . . . . .	283
Brighton . . . . .	33
Charlestown . . . . .	44
Dorchester . . . . .	98
Roxbury . . . . .	95
East Boston . . . . .	5
Hyde Park . . . . .	1
South Boston . . . . .	27
West Roxbury . . . . .	57
Total . . . . .	643

## NEW ONE-WAY STREETS IN 1951

Alexander street, Dorchester.

From Bird street to Dudley street.

Arbutus street, Dorchester.

From Blue Hill avenue to Irma street.

Balsam street, Dorchester.

From Irma street to Blue Hill avenue.

Barton street, Boston Proper.

From Lowell street to Milton street.

Beethoven street, West Roxbury.

From Washington street to Arcadia street.

Birch street, West Roxbury.

From Corinth street to Penfield street.

Brinsley street, Dorchester.

From Columbia road to Strathcona road.

Broadway, Boston Proper.

From Tremont street to Park square.

Carver street, Boston Proper.

From Broadway to Eliot street.

Castlegate road, Roxbury.

From Normandy street to Blue Hill avenue.



Chambers street, Boston Proper.

From Cambridge street to Charles street.

Cohasset street, West Roxbury.

From Albany street to Corinth street.

Columbine street, Dorchester.

From Blue Hill avenue to Ashton street.

Columbus avenue, West Roxbury and Roxbury.

Southwest roadway adjacent to island from Washington street, southeasterly.

Commercial street, Boston Proper.

From Cross street to Lewis street.

Cotting street, Boston Proper.

From Nashua street to Leverett street.

Courtland road, Dorchester.

From Morton street to Greendale road.

Curve street, Boston Proper.

From Broadway to Albany street.

Deering road, Dorchester.

From Blue Hill avenue to Harvard street.

Dorchester avenue, Boston Proper and South Boston.

From southwesterly end of United States Parcel Post Building to West First street, 4 P.M. to 6 P.M.

Dore street, Boston Proper.

From Washington street to Tremont street.

Doris street, Dorchester.

From Auckland street to Dorchester avenue.

Eliot street, West Roxbury.

From Pond street to Centre street.

Estrella street, Dorchester.

From Harvard street to Morton street.

Fayston street, Dorchester and Roxbury.

From Mascoma street to Blue Hill avenue.

Gaston street, Roxbury.

From Blue Hill avenue to Warren street.

Goodale road, Dorchester.

From Wellington Hill street to Blue Hill avenue.

Greendale road, Dorchester.

From Courtland road to Wellington Hill street.

Intervale street, Dorchester and Roxbury.

From Warren street to Normandy street.

Lansdowne street, Boston Proper.

From Brookline avenue to Ipswich street.

Magnolia street, Dorchester.

From Dudley street to Bird street.

McLellan street, Dorchester.

From Blue Hill avenue to Bradshaw street.

Old Morton street, Dorchester.

From River street to Morton street.

Park Vale avenue, Brighton.

From Brighton avenue to Glenville avenue.

- Pearl street, Dorchester.  
From Pleasant street to Dorchester avenue.
- Public Alley No. 438, Boston Proper.  
From Arlington street to Berkeley street.
- Public Alley No. 439, Boston Proper.  
From Clarendon street to Dartmouth street.
- Public Alley No. 440, Boston Proper.  
From Dartmouth street to Exeter street.
- Public Alley No. 441, Boston Proper.  
From Exeter street to Fairfield street.
- Public Alley No. 442, Boston Proper.  
From Fairfield street to Gloucester street.
- Public Alley No. 443, Boston Proper.  
From Gloucester street to Hereford street.
- Public Alley No. 909, Roxbury.  
From Hemenway street to Massachusetts avenue.
- Sewall street, Roxbury.  
From Delle avenue to Tremont street.
- Shawmut avenue, Boston Proper.  
From Tremont street to Dover street.
- South street, Boston Proper.  
From Summer street to Boston & Albany Railroad property.
- Tremont street, Boston Proper.  
From Stuart street to Broadway.
- Utica street, Boston Proper.  
From the Boston & Albany Railroad property to Kneeland street.
- Valentine street, Roxbury.  
From Washington street to Fulda street.
- Wales street, Dorchester.  
From Blue Hill avenue to Talbot avenue.
- Wardman road, Roxbury.  
From Westminster avenue to Walnut park.
- Warrenton street, Boston Proper.  
From Stuart street to Washington street.
- West First street, South Boston.  
From Dorchester avenue to A street.
- Willard street, Boston Proper.  
From Leverett street to Lowell street.
- Bowdoin street, Boston Proper.  
From Cambridge street to Mt. Vernon street.
- From Beacon street to Mt. Vernon street.
- Dunster road, West Roxbury.  
From Pond street to Centre street.
- Prospect street, Boston Proper.  
From Merrimac street to Lyman street.
- Starr Lane, West Roxbury.  
From Seaverns avenue to Centre street.
- Allston street, Charlestown.  
From Medford street to Bunker Hill street.



Cordis street, Charlestown.

From Warren street to High street.

Elm street, Charlestown.

From High street to Medford street.

Green street, Charlestown.

From Bunker Hill street to Main street.

Lawrence street, Boston proper.

From Dartmouth street to Berkeley street.

Park street, West Roxbury.

From Centre street to Corey street.

Pearl street, Charlestown.

From High street to Medford street.

Sedgwick street, West Roxbury.

From Elm street to South street.

Sullivan street, Charlestown.

From Bunker Hill street to Russell street.

Thompson street, Charlestown.

From Main street to Warren street.

Wood street, Charlestown.

From Main street to High street.

Boylston street, Boston Proper.

From Clarendon street to Charles street.

Charlotte street, Dorchester.

From Bradshaw street to Blue Hill avenue.

Clarendon street, Boston Proper.

From Columbus avenue to Warren avenue.

Columbia road, Dorchester.

Part on south side of traffic island in front of No. 531.

Dorrance street, Charlestown.

From Main street to Arlington avenue.

Fairland street, Roxbury.

From Mt. Pleasant avenue to Moreland street.

Kittredge street, West Roxbury.

From Clifftondale street to Washington street.

Lowney Way, Charlestown.

From Bunker Hill street to Mt. Vernon street.

Mystic street, Charlestown.

From Medford street to Bunker Hill street.

Ramsey street, Dorchester.

From Dudley street to Hamlet street.

Rose street, Boston Proper.

From Harrison avenue to Albany street.

St. Lukes road, Brighton.

From the passageway between Nos. 6 and 8 St. Lukes road to Commonwealth avenue.

Sayward street, Dorchester.

From Columbia road to Bird street.

Worthington street, Roxbury.

From Longwood avenue to Tremont street.

Appleton street, Boston Proper.

From Longwood avenue to Tremont street.

Beacon street, Boston Proper.

From Charles street to Arlington street,

From Berkeley street to entrance to Storrow Memorial Drive.

Beaufort road, West Roxbury.

From Centre street to Lakeville road.

Bypass road, Boston Proper and Roxbury.

From Park Drive to Riverway.

Chandler street, Boston Proper.

From Tremont street to Columbus avenue.

Donald road, Dorchester.

From Blue Hill avenue to Harvard street.

East street, Dorchester.

From Wilkinson park to Dorchester avenue.

Eastburn street, Brighton.

From Washington street to Mt. Vernon street.

Englewood avenue, Brighton.

From Sutherland road to Chestnut avenue.

Greenock street, Dorchester.

From Harvard street to Blue Hill avenue.

Hathaway street, West Roxbury.

From Centre street to Bardwell street.

Hollander street, Roxbury.

From Humboldt avenue to Crawford street.

Homestead street, Roxbury.

From Elm Hill avenue to Walnut avenue.

Hopestill street, Dorchester.

From Southern avenue to Aspinwall road.

Lakeville road, West Roxbury.

From Beaufort road to Centre street.

Liston street, Dorchester.

From Woolson street to Morton street.

Maybury street, Roxbury.

From Quincy street to Holborn street.

Rexford street, Dorchester.

From Cummins Highway to Blue Hill avenue.

Ruthven street, Roxbury.

From Walnut avenue to Elm Hill avenue.

Sachem street, Roxbury.

From Calumet street to Hillside street.

School street, Charlestown.

From Bunker Hill street to High street.

Sutton street, Dorchester.

From Woolson street to Morton street.

Upton street, Boston Proper.

From Shawmut avenue to Tremont street.

Verrill street, Dorchester.

From Morton street to Woolson street.



Weldon street, Roxbury.

From Holborn street to Quincy street.

Wenham street, West Roxbury.

From Walk Hill street to Weld Hill street.

Wildwood street, Dorchester.

From Morton street to Woolson street.

Woodbury street, Boston Proper.

From Shawmut avenue to Washington street.

Cypress street, West Roxbury.

From Spring street to Baker street.

Dean street, Dorchester and Roxbury.

From Judson street to Howard avenue.

East Cottage street, Dorchester.

From Columbia road to Dorchester avenue.

Hudson street, Boston Proper.

From Beach street to Kneeland street.

From Curve street to Kneeland street.

Jenkins street, South Boston.

From Dorchester street to Old Colony avenue.

Julian street, Dorchester and Roxbury.

From Howard avenue to Judson street.

Pasadena road, Dorchester and Roxbury.

From Blue Hill avenue to Columbia road.

Schiller street, Roxbury.

From Minden street to Heath street.

Waverly street, Brighton.

From Leo M. Birmingham Parkway to South Waverly street.

River street, Boston Proper.

From Beacon street to Mt. Vernon street.

Seaver street, Roxbury.

Part on easterly side of island from Seaver street proper to  
Walnut avenue.

Spaulding street, Dorchester.

From Train street to Daly street.

Templeton street, Dorchester.

From Dorchester avenue to Florida street.

#### STOP STREETS ESTABLISHED IN 1951

		No. of Streets
Ward 1.	Porter street, north side, at London street.	1
Ward 2.	Cambridge street, at Parker street, at Stark street.	1
Ward 3.	Harrison avenue, at Waltham street.	1
Ward 4.	Ruggles street, at Forsyth street.	3
	Dartmouth street, at Warren avenue.	
	Longwood avenue, at Pilgrim road.	

Ward 5.	Berkeley street, at Marlborough street. Clarendon street, at Marlborough street. Beacon street, southeast side, at Charlesgate East. Berkeley street, at Chandler street. Clarendon street, at Chandler street.	5
Ward 6.	P street, at East Broadway.	1
Ward 7.	Columbia road, at Annabel street, at Holden street.	1
Ward 8.	Harrison avenue, at East Brookline street.	1
Ward 9.	Vernon street, at Cabot street.	1
Ward 10.	Heath street, at Bickford avenue.	1
Ward 11.	Amory street, at Boylston street. Washington street, at Brinton street. Marcella street, at Townsend street. Amory street, at Atherton street. Walnut avenue, at Dale street.	4
Ward 12.	Harold street, at Crawford street. Warren street, at Elm Hill avenue, at Waumbek street. Humboldt avenue, at Townsend street. Seaver street, at Elm Hill avenue.	4
Ward 13.	Magnolia street, at Bird street, at Wayland street. Columbia road, at Davern avenue.	2
Ward 15.	Columbia road, at Bird street.	1
Ward 16.	Neponset avenue, at Minot street. Florida street, at Lonsdale street.	2
Ward 18.	Central avenue, at West street. Washington street, at Garfield avenue. Walk Hill street, at Canterbury street, at Harvard street. Babson street, at Fremont street. Hyde Park avenue, at Blakemore street.	5
Ward 19.	Elm street, at Everett street, at Gordon street, at Seaverns avenue. Walk Hill street, at Wachusett street. Walk Hill street, at Bourne street.	3
Ward 20.	Weld street, at Church street, at Manthorne road. Centre street, at Lorette street, at St. Theresa avenue.	2
Ward 21.	Gardner street, at Malvern street. Allston street, at Summit avenue. Cambridge street, at Garden street. Corey road, at Summit avenue. Kelton street, at Brainerd road, at Corey road. Washington street, at Corey road.	6
Ward 22.	Cambridge street, at Franklin street, at Harvard avenue.	1



### SUMMARY OF PARKING PROHIBITIONS ESTABLISHED IN 1951

Ward 1 . . . . . 1	Ward 12 . . . . . 8
Ward 2 . . . . . 6	Ward 13 . . . . . 3
Ward 3 . . . . . 25	Ward 14 . . . . . 6
Ward 4 . . . . . 5	Ward 15 . . . . . 1
Ward 5 . . . . . 24	Ward 17 . . . . . 1
Ward 6 . . . . . 9	Ward 18 . . . . . 7
Ward 7 . . . . . 7	Ward 19 . . . . . 6
Ward 8 . . . . . 10	Ward 20 . . . . . 3
Ward 9 . . . . . 3	Ward 21 . . . . . 6
Ward 10 . . . . . 14	Ward 22 . . . . . 5
Ward 11 . . . . . 16	
<hr/>	
Total . . . . .	166

### PARKING PROHIBITIONS ESTABLISHED DURING 1951

#### WARD 1

Border street, east side, from a point 60 feet south of Falcon street to Falcon street, 7 A.M. to 6 P.M.

#### WARD 2

Roland street, both sides, from Carter street to Crescent street, 7 A.M. to 6 P.M.

Walker street, northwest side, from Wall street to Main street, 24 hours.

Wall street, northeast side, from Sullivan street to Walker street, 24 hours.

Auburn street, northwest side, from Bunker Hill street to Main street, 24 hours.

Main street, northeast side, from Green street to Wood street, 24 hours.

Wood street, both sides, from High street to Main street, 24 hours.

#### WARD 3

Cobb street, south side, from Shawmut avenue to Washington street, 7 A.M. to 6 P.M.

Court square, east side, easterly arm, from the south property line of No. 10 Court square to a point 45 feet north of the south property line of No. 10 Court square, 24 hours.

Lewis street, both sides, from Commercial street to North street, 24 hours.

Milk street, south side, from Washington street to Hawley street, 7 A.M. to 6 P.M.

Somerset street, east side, from Pemberton square to opposite the northerly street line of Ashburton place, 24 hours.

Upton street, northeast side, from Shawmut avenue to Tremont street, 24 hours.

Chauncy street, northwest side, from Summer street to Avon street, 7 A.M. to 6 P.M.

Essex street, south side, from a point 73 feet east of Lincoln street to a point 117 feet east of Lincoln street, 7 A.M. to 6 P.M.

McKinley square, east side, westerly arm, from Central street to State street, 24 hours; west side, easterly arm, from Central street to State street, 24 hours.

Portland street, northeast side, from Hanover street to Merrimac street, 7 A.M. to 6 P.M.; both sides, from Merrimac street to Causeway street, 7 A.M. to 6 P.M.

Prospect street, both sides, from Merrimac street to Lyman street, 24 hours.

Randolph street, northeast side, from Harrison avenue to a point 100 feet southeast of Harrison avenue, 7 A.M. to 6 P.M.

India street, southwest side, from Custom House street to India square, 7 A.M. to 6 P.M.; both sides, from India square to Atlantic avenue, 7 A.M. to 6 P.M.

Myrtle street, west and south side, from Revere street to Anderson street, 24 hours.

Prospect street, east side, from Merrimac street to Lyman street, 24 hours.

Milk street, north side, from Post Office square to India street, 7 A.M. to 6 P.M.

Pearl street, southwest side, from Purchase street to Atlantic avenue, 7 A.M. to 6 P.M.

Barton street, northwest side, from Lowell street to Milton street, 24 hours.

Blossom street, west side, from Cambridge street to Allen street, 24 hours.

Cambridge street, south side, from a point 80 feet west of Howard street to West Cedar street, 8 A.M. to 10 P.M.

Chardon court, all sides, from Chardon street to dead end, 24 hours.

Charles street, west side, from Cambridge street to Beacon street, 7 A.M. to 6 P.M.

Cotting street, northwest side, from Nashua street to Leverett street, 24 hours.

Utica street, both sides, from Kneeland street to Boston & Albany Railroad property, 24 hours.

Willard street, northwest side, from Leverett street to Lowell street, 24 hours.

#### WARD 4

Riverway, south and southwest side, from Brookline avenue to the easterly property line of No. 154 Riverway, 24 hours.

Edgar street, north side, from Parker street to Mechanic street, 24 hours.

Huntington avenue, southeast side, from Oxford terrace to Stuart street, 24 hours.



Mechanic street, west side, from Edgar street to Ruggles street to Ward street, 24 hours.

Parker street, east side, from Ruggles street to Ward street, 24 hours.

#### WARD 5

Charlesgate East, east side, from Commonwealth avenue to Beacon street, 4 P.M. to 6 P.M.; west side, from Commonwealth avenue to Beacon street, 24 hours.

Charlesgate West, east side, from Commonwealth avenue to Beacon street, 24 hours; west side, from Boylston street to Commonwealth avenue, 4 P.M. to 6 P.M.

Chestnut street, north side, from Willow street to Charles street, 24 hours.

Clarendon street, northeast side, from Columbus avenue to Boylston street, 4 P.M. to 6 P.M.

Arlington street, southwest side, from Public Alley No. 422 to Public Alley No. 421, 4 P.M. to 6 P.M.; southwest side, from Public Alley No. 421 to Beacon street, 24 hours.

Beacon street, north side, from Beaver street to the entrance to Storrow Memorial Drive, 7 A.M. to 6 P.M.

Bypass road, both sides, from Park Drive to Riverway, 24 hours.

Beacon street, south side, from Arlington street to a point 150 feet west of Arlington street, 24 hours.

Arlington street, southwest side, from Stuart street to St. James avenue, 8 A.M. to 10 A.M.

Church street, east side, from Columbus avenue to Stuart street, 24 hours.

Jersey street, east side, from Boylston street to Brookline avenue, 24 hours.

Lawrence street, southeast side, from Dartmouth street to Berkeley street, 24 hours; northwest side, from a point 100 feet southwest of Berkeley street to Berkeley street, 7 A.M. to 6 P.M.

Stuart street, north side, from Arlington street to a point 230 feet east of Huntington avenue to Huntington avenue, 24 hours.

Berkeley street, southwest side, from Boylston street to Commonwealth avenue, 4 P.M. to 6 P.M.; both sides, from Commonwealth avenue, south roadway, to Commonwealth avenue, north roadway, 24 hours; southwest side, from Commonwealth avenue to Beacon street, 4 P.M. to 6 P.M.

Charlesgate East, both sides, from Commonwealth avenue, south roadway, to Commonwealth avenue, north roadway, 24 hours.

Charlesgate West, both sides, from Commonwealth avenue, south roadway, to Commonwealth avenue, north roadway, 24 hours.

Clarendon street, northeast side, from Boylston street to Commonwealth avenue, 24 hours; both sides, from Common-

wealth avenue, south roadway, to Commonwealth avenue, north roadway, 24 hours; northeast side, from Commonwealth avenue to Beacon street, 24 hours.

Dartmouth street, both sides, from Commonwealth avenue, south roadway, to Commonwealth avenue, north roadway, 24 hours.

Grove square, both sides, from Myrtle street to dead end, 24 hours.

Hereford street, both sides, from Commonwealth avenue, south roadway, to Commonwealth avenue, north roadway, 24 hours.

Eliot street, north side, from Stuart street to Columbus avenue, 24 hours.

Essex street, north side, from Harrison avenue to South street, 7 A.M. to 6 P.M.; both sides, from South street to Atlantic avenue, 7 A.M. to 6 P.M.; Isabella street, south side, from Arlington street to a point 146 feet west of Arlington street, 7 A.M. to 6 P.M.

Lansdowne street, south side, from Brookline avenue to Ipswich street, 24 hours.

#### WARD 6

F street, southeast side, from West Broadway to West Fourth street, 7 A.M. to 6 P.M.

West Fourth street, both sides, from Dover street at easterly end of bridge to Dorchester avenue, 24 hours.

Dorchester avenue, east side, from West Fourth street to Leeds street, 7 A.M. to 6 P.M.; west side, from West Fourth street to Dexter street, 7 A.M. to 6 P.M.

A street, both sides, from West Broadway to West Fourth street, 7 A.M. to 6 P.M.

Fargo street, both sides, from B street to C street, 24 hours.

Dorchester street, northwest side, from West Broadway to West Third street, 7 A.M. to 6 P.M.; southeast side, from East Broadway to East Third street, 7 A.M. to 6 P.M.

A street, southeast side, from Richards street to opposite Baldwin street, 24 hours.

B street, northwest side, from West First street to West Second street, 24 hours; southeast side, from West Third street to Athens street, 7 A.M. to 6 P.M.

West Broadway, northeast side, from a point 340 feet northwest of A street to a point 90 feet northwest of A street, 7 A.M. to 6 P.M.

West Third street, southwest side, from B street to a point 105 feet southeast of B street, 7 A.M. to 6 P.M.

#### WARD 7

Belden street, both sides, from Dudley street to a point 115 feet northeast of Hamlet street, 24 hours.

Humphreys street, southeast side, from Dudley street to East Cottage street, 24 hours.



Wendover street, west side, from Dudley street to a point 40 feet north of Dudley street, 24 hours.

Holden street, north side, from Columbia road to Belden street, 7 A.M. to 6 P.M.

Boston street, east side, from Dorchester avenue to Roseclair street, 8 A.M. to 10 A.M.; west side, from Dorchester avenue to opposite Roseclair street, 4 P.M. to 6 P.M.; both sides, from Roseclair street to Columbia road, 24 hours.

Mt. Vernon street, north side, from Boston street to a point 94 feet east of Boston street, 24 hours.

Columbia road, southeast side, from extension of northerly street line of Elder street to a point 47 feet northerly, 24 hours; southeast side, from East Cottage street to a point 47 feet northeast of the extension of the northerly street line of Elder street, 8 A.M. to 10 A.M.

#### WARD 8

Allerton street, from Magazine street to Rusfield street, 24 hours.

Norfolk avenue, southwest side, from East Cottage street to bridge over New York, New Haven & Hartford Railroad, 24 hours.

Albany street, southeast side, from Massachusetts avenue to Southampton street, 8 A.M. to 10 A.M.; northwest side, from Massachusetts avenue to Northampton street, 4 P.M. to 6 P.M.

Northampton street, both sides, from Shawmut avenue to Washington street, 24 hours; southwest side, from Washington street to Harrison avenue, 24 hours.

East Brookline street, southwest side, from Harrison avenue to a point 170 feet southeast of Harrison avenue, 7 A.M. to 6 P.M.

Albany street, from Hampden street to Yeoman street, 24 hours.

Albion street, north side, from Dudley street to Clifton street, 24 hours.

Burrell street, south side, from Dudley street to Clifton street, 24 hours.

Mt. Pleasant avenue, northeast side and north side, from Vine street to Forest street, 24 hours.

Yeoman street, southwest side, from Albany street to Hampden street, 24 hours.

#### WARD 9

Lenox street, southwest side, from Tremont street to Shawmut avenue, 24 hours.

Oakland street, north side, from Washington street to Thornton street, 24 hours.

Ruggles street, north side, from Tavern street to Parker street, 24 hours.

## WARD 10

Chestnut avenue, west side, from Centre street to Priesing street, 24 hours.

Parker street, west side, from Bromley park to Centre street, 24 hours.

Terrace street, west side, from a point 185 feet south of Tremont street to Tremont street, 24 hours.

Huntington avenue, northwest side, from Longwood avenue to Worthington street, 4 P.M. to 6 P.M.; northwest side, from Worthington street to a point 100 feet northeast of Wigglesworth street, 7 A.M. to 6 P.M.; northwest side, from a point 100 feet northeast of Wigglesworth street to Riverway, 4 P.M. to 6 P.M.

Wyman street, west side, from a point 110 feet south of Centre street to a point 230 feet south of Centre street, 7 A.M. to 6 P.M.

Sachem street, south side, from Parker Hill avenue to Wait street, 24 hours; north side, from Parker Hill avenue to a point 50 feet east of Parker Hill avenue, 24 hours.

South Whitney street, east side, from Tremont street to dead end, 24 hours.

Heath street, north side, from Wensley street to opposite Day street, 7 A.M. to 6 P.M.

Huntington avenue, southeast side, from Longwood avenue to a point 80 feet northeast of Tremont street, 8 A.M. to 10 A.M.; southeast side, from a point 80 feet northeast of Tremont street to Tremont street, 24 hours; southeast side, from Tremont street to Jamaica way, 8 A.M. to 10 A.M.

Perkins street, north side, from Jamaica way to opposite Pond View avenue, 24 hours.

Riverway, east side, from Longwood avenue to Brookline avenue, 24 hours.

Smith street, both sides, from Parker street to St. Alphonsus street, 7 A.M. to 6 P.M.

Terrace street, both sides, from New Heath street to a point 300 feet north of New Heath street, 24 hours.

Ward street, south side, from Huntington avenue to Parker street, 24 hours.

## WARD 11

Carolina avenue, south side, from South street to Call street, 24 hours.

Forest Hills street, west side, from Washington street to Glen road, 24 hours.

Marcella street, northeast side, from Washington street to Thornton street, 7 A.M. to 6 P.M.

Bragdon street, southwest side, from Amory street to Miles street, 7 A.M. to 6 P.M.

McBride street, north side, from Call street to a point 215 feet east of Call street, 24 hours.



Morton street, south side, from Washington street to Forest Hills street, 24 hours; north side, from Arborway to a point 325 feet east of Arborway, 24 hours.

School street, northeast side, from Walnut avenue to Dixwell street, 24 hours.

Tower street, northeast side, from Hyde Park avenue to a point 100 feet southeast of Hyde Park avenue, 24 hours.

West Walnut park, southwest side, from Amory street to opposite Miles street, 7 A.M. to 6 P.M.

Boylston street, northeast side, from Amory street to Washington street, 24 hours.

Glen road, south side, from Washington street to boundary line of Franklin Park, 24 hours.

Tower street, both sides, from Hyde Park avenue to a point 100 feet southeast of Hyde Park avenue, 24 hours.

Amory street, west side, from Green street to Boylston street, 24 hours; west side, from Marbury terrace to Centre street, 7 A.M. to 6 P.M.

Asticou road, both sides, from St. Ann street to Washington street, 24 hours.

Forest Hills street, both sides, from Glen road to a point 100 feet south of Glen road, 24 hours.

Glen road, south side, from Washington street to Glade avenue, 24 hours.

#### WARD 12

Sunderland street, north side, from Warren street to Blue Hill avenue, 24 hours.

Wabon street, north side, from Warren street to Wabeno street, 7 A.M. to 6 P.M.

Clifford street, southwest side, from Warren street to Blue Hill avenue, 24 hours.

Perrin street, northwest side, from Waverly street to Moreland street, 24 hours.

Rockville park, north side, southerly arm, from northerly arm to dead end, 24 hours; north side, northerly arm, from Warren street to dead end, 24 hours.

Cliff street, southwest side, from Washington street to a point 115 feet southeast of Washington street, 7 A.M. to 6 P.M.

Georgia street, southwest side, from Segel street to a point 40 feet southeast of Segel street, 24 hours.

Waverly street, southwest side, from Warren street to opposite Perrin street, 24 hours.

#### WARD 13

Dove street, north side, from Blue Hill avenue to Dacia street, 24 hours.

Brook avenue, north side, from a point 100 feet west of 573 Dudley street to 573 Dudley street, 24 hours.

Alexander street, west side, from Dudley street to Lebanon street, 24 hours.

## WARD 14

Bowdoin avenue, east side, from Bowdoin street to Rosseter street, 24 hours.

Lawrence avenue, south side, from a point 200 feet east of Blue Hill avenue to Blue Hill avenue, 24 hours.

Columbia road, northwest roadway, southwest side, from Edward Everett square to Blue Hill avenue, 24 hours; south-east roadway, northwest side, from Edward Everett square to Blue Hill avenue, 24 hours.

Mt. Bowdoin terrace, southwest side, from Mallon road to Eldon street, 24 hours.

Columbia road, southeast side, from extension of the northerly street line of Elder street to Blue Hill avenue, 8 A.M. to 10 A.M.

Geneva avenue, south side, from Blue Hill avenue to opposite Normandy street, 7 A.M. to 6 P.M.

## WARD 15

Bowdoin street, west side, from Hancock street to a point 100 feet south of Hancock street, 24 hours.

## WARD 17

West Tremlett street, south side, from Washington street to Whitfield street, 24 hours.

## WARD 18

Central avenue, east side, from Arlington street to Metropolitan avenue, 7 A.M. to 6 P.M.

Davison street, southeast side, from Fairmount avenue to a point 200 feet northeast of Fairmount avenue, 24 hours.

Everett street, south side, from Harvard avenue to Hyde Park avenue, 24 hours.

Pierce street, northwest side, from Fairmount avenue to a point 200 feet northeast of Fairmount avenue, 24 hours.

Dale street, south side, from Washington street to Warren street, 24 hours.

River street, southeast side, from Wood avenue to Le Fevre street, 7 A.M. to 6 P.M.

Mildred avenue, northwest side, from Babson street to dead end, 24 hours.

## WARD 19

Beaufort road, north side, from Centre street to Lakeville road, 24 hours.

Lakeville road, east and north side, from Beaufort road to Centre street, 24 hours.

Blakemore street, south side, from Hyde Park avenue to Brown avenue, 24 hours; north side, from bridge over New York, New Haven & Hartford Railroad to Florence street, 24 hours.

Burroughs street, southwest side, from Centre street to Pond street, 24 hours.



Sedgwick street, south side, from South street to opposite Elm street, 24 hours.

Starr Lane, north side, from Seaverns avenue to Centre street, 24 hours.

#### WARD 20

Corey street, southwest side, from Henshaw terrace to Centre street, 24 hours.

Cohasset street, southeast side, from a point 70 feet west of Corinth street to a point 110 feet southwest of Corinth street, 7 A.M. to 6 P.M.

St. Theresa avenue, northeast side, from Centre street to Homewood road, 24 hours.

#### WARD 21

Corey road, northwest side, from Washington street to a point 200 feet northeast of Washington street, 24 hours.

Corey road, southeast side, from Washington street to Westbourne terrace, 24 hours.

Medfield street, north side, from St. Mary's street to Park Drive, 24 hours.

Malvern street, both sides, from Commonwealth avenue to Gardner street, 7 A.M. to 6 P.M.

St. Lukes road, east side, from Brighton avenue to Commonwealth avenue, 7 A.M. to 6 P.M.

Chester street, west side, from Commonwealth avenue to Brighton avenue, 24 hours.

#### WARD 22

Herrick street, west side, from Hichborn street to a point 95 feet south of Hichborn street, 7 A.M. to 6 P.M.

Faneuil street, north side, from opposite Sanderson place to Goodenough street, 24 hours.

Waldo terrace, both sides, from Washington street to Henshaw street, 24 hours.

Barrows street, east side, from Cambridge street to a point 60 feet south of Cambridge street, 24 hours.

Franklin street, east side, from Cambridge street to opposite Braintree street, 24 hours.

#### HEAVY COMMERCIAL VEHICLES EXCLUDED FROM THE FOLLOWING STREETS IN 1951

Ward 13. Edison Green, Dorchester, from Dorchester avenue to Pond street.

Ward 22. Faneuil street, Brighton, from Market street to Bigelow street.

## SIGNS PLACED IN 1951

No Parking Any Time 703	No Parking Loading Zone 28	No Stopping Fire House 10	No Parking 7-6 No Deliveries No Collections 4-6 23	No Parking Any Time No Deliveries No Collections 4-6 23
Motor Vehicles Excluded 3	Commercial Vehicles Excluded 7	No Parking Here to Corner 3	Meter No Parking 8-10 144	Meter No Parking 4-6 165
Meter No Parking 7-6 14	Heavy Trucks Excluded 27	2-Way Keep Right 5	No Parking Between 23	Left Lane Left Turn 3
Arrows 210	D-14 7	Hospital 8	No Right Turn 30	No Left Turn 33
No Parking 7-6 175	Reflectors 10	School 10	Crosswalks 2	Playground 3
Not Thru Street 2	Dead End 18	Keep Right 5	Stop Line 1	Specials 100
Stops 88	Coasting 86	Slow 33	No Parking 8-10 12	No Parking 4-6 12
Children 52	Right Turn Only 13	Left Turn Only 3	Do Not Enter 181	

GRAND TOTAL — 2,293



## STREET PAINTING

TYPES OF PAINTING	January 4, 1950 to December 31, 1950	January 5, 1951 to December 31, 1951
Crosswalks.....	2,534	3,238
Center Lines.....	156	218
Lane Lines.....	148	64
Stop Lines.....	107	169
Slow.....	1,242	1,677
Parking Meter Lines.....	19,813	19,097
Sign Poles.....	810	27
Curbs.....	2	2
Signal Light Housings.....	181	0
Single.....	47	0
Double.....	50	0
Triples.....	4	0
Quads.....	1	0
Safety Zones.....	16	2
Stop.....	0	169
Painting Days.....	156	167

## SIGN SHOP DIVISION

## SPRAY BOOTH

## Plates Spray=Painted (1951)

MONTH	AMOUNT
January . . . . .	468
February . . . . .	577
March . . . . .	467
April . . . . .	859
May . . . . .	566
June . . . . .	395
July . . . . .	527
August . . . . .	490
September . . . . .	537
October . . . . .	975
November . . . . .	657
December . . . . .	555
Total . . . . .	7,073

## TRAFFIC SIGNAL DIVISION

During 1951, 45 new sets of traffic signals were put into operation at the following locations:

*Isolated*

- Ward 2. Cambridge street, Parker street, and Stark street.  
Chelsea street and Wapping street.
- Ward 4. Parker street and Ruggles street.
- Ward 6. D street and West Seventh street.
- Ward 7. \*Annabel street, Columbia road, and Holden street.  
\*Columbia road, Dudley street, and Stoughton street.  
\*Edward Everett square.
- Ward 8-9. East Newton street, Washington street, and West  
Newton street.
- Ward 9. Ruggles street and Tremont street.  
Tremont street and Whittier street.
- Ward 9-10. Parker street and Tremont street.
- Ward 10. Bickford avenue and Heath street.  
Centre street, Chestnut avenue, and Parker street.
- Ward 11. Amory street and Atherton street.  
Columbus avenue and New Heath street.
- Ward 11-12. Columbus avenue, Seaver street and Walnut  
avenue.
- Ward 12. \*Columbia road and Seaver street.  
Quincy street, Townsend street, and Warren street.
- Ward 13. \*Bird street, and Columbia road.  
\*Columbia road and Davern avenue.  
\*Columbia road and Quincy street.  
Dudley street, under New York, New Haven &  
Hartford Railroad Bridge (flasher).  
Pleasant street, Savin Hill avenue, and Sawyer  
avenue.  
Pleasant street and Stoughton street.
- Ward 14-15. \*Brinsley street, Columbia road, and Geneva  
avenue.
- Ward 14-18. American Legion Highway and Walk Hill street.
- Ward 16. Adams street and Gibson street.  
Ashmont street, Freeport street, and Neponset  
avenue.  
Dorchester avenue, Melville avenue, and Parkman  
street.  
Minot street and Neponset avenue.
- Ward 18. Central avenue and West street.
- Ward 19. Wachusett street and Walk Hill street.
- Ward 21. Buick street, Commonwealth avenue, and St. Paul  
street.

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\* Denotes signals installed by Massachusetts Department of Public Works under chapter 90 of the General Laws and turned over to the Boston Traffic Commission for permanent maintenance.

Ward 21-22. Cambridge street, Sparhawk street, and Warren street.

Ward 22. Washington street near Champney street (flasher).  
Washington street at Presentation Church.

*Unit 1 (Downtown System)*

Charles street, at center gate between Common and Public Garden.

Charles street and Chestnut street.

Harrison avenue and Kneeland street.

Kneeland street and Tyler street.

*Unit 2 (Back Bay System)*

Albany street, at Boston City Hospital.

Boylston street, Hemenway street and Ipswich street.

Exeter street, Huntington avenue and Stuart street.

Harrison avenue and Northampton street.

Hemenway street and Westland avenue.

During the year, the traffic signals at the two following locations were permanently removed because of new highway construction by the Metropolitan District Commission:

Allen street and Charles street (new Storrow Memorial Embankment).

Arborway and South street (new overpass).

The total number of traffic signals, including warning flashers, now being maintained by this department is 294.

Plans are now being prepared for approximately 25 new signals to be installed during 1952.

Modern signal controllers with pedestrian push-button actuation were substituted for obsolete controllers at the following intersections:

Albany street and Massachusetts avenue.

Codman square.

Columbia road and Washington street.

Columbus avenue, Ruggles street and Whittier street.

Huntington avenue, Louis Prang street and Ruggles street.

Market street and North Beacon street.

Additional signal posts for improved operation were added at the following signalized locations:

Codman square.

Market street and North Beacon street.



During 1951, two police officers' spotlight poles were moved from unused locations to the following new locations:

Brookline avenue and Riverway (opposite Fenwood road).  
Congress street and Dorchester avenue.

Ninety-one spotlights are being maintained by this department for the illumination and safety of traffic officers during late afternoon and evening hours.

*Unit 1*

49 pretimed  
1 pedestrian signal  
3 flashers (warning)

*Unit 2*

70 pretimed  
2 flashers (warning)

*Isolated*

49 pretimed  
45 pedestrian signals  
26 bridge flashers  
2 bridge signals (manual)  
12 flashers (warning)  
1 traffic-actuated

*Totals*

168 pretimed  
46 pedestrian signals  
1 traffic actuated  
17 warning flashers (except bridges)  
26 bridge warning flashers  
2 bridge signals (manual)

BOSTON TRAFFIC COMMISSION SIGNAL SHOP  
ANALYSIS OF TROUBLE CALLS DURING THE YEAR 1951

DESCRIPTION OF TROUBLE	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total for Year
Bulbs replaced.....	386	257	306	256	312	253	256	326	281	320	298	276	3,527
Board trouble.....	2	2	4	1	4	2	6	1	—	3	3	2	30
Clock trouble.....	6	8	6	6	8	4	5	3	7	7	6	14	80
Flashers knocked down and replaced.....	1	2	—	—	—	1	2	1	—	—	—	3	10
Found no trouble.....	9	17	9	19	17	20	18	21	16	26	27	29	228
Fuse blown.....	4	2	6	8	9	17	9	17	10	21	15	20	138
Housing changed.....	4	—	9	26	2	—	1	1	1	—	1	1	46
Housing repaired on street.....	16	10	3	3	8	12	7	9	13	12	17	16	126
Housing knocked down and replaced.....	3	7	5	1	5	5	3	5	4	3	5	4	50
No. 1 Posts knocked down and replaced.....	3	5	8	1	5	3	3	6	—	2	5	4	45
No. 2 Posts knocked down and replaced.....	—	1	—	—	1	1	—	1	1	—	2	2	9
Miscellaneous *.....	12	10	6	6	14	6	18	11	12	30	28	17	170
Push-button trouble.....	9	13	15	18	16	16	14	8	12	20	30	23	194
Relay trouble.....	7	12	15	14	29	17	14	15	12	36	28	18	217
Spot lamps refocused.....	—	3	3	1	—	—	1	2	—	13	3	4	30
Spot lamps replaced.....	11	5	6	4	1	4	5	5	2	9	9	15	76
Timer trouble.....	12	20	11	17	17	21	21	6	15	16	13	14	183
Timers replaced.....	7	3	1	6	13	5	4	13	7	9	18	1	87
Total number of calls.....	372	294	326	285	372	333	311	358	346	410	435	371	4,213

Vehicular Miles Traveled for Signal Maintenance, 61,891

\* Miscellaneous includes: Put lights on; changed lens; cleaned contacts; checked clock time; put flasher on; put on regular sequence; changed time; etc.

## TRAFFIC SIGNAL LOCATIONS

LEGEND:	F	Flasher	FT	Fixed-Time
	PF	Pedestrian Flasher	M	Manual
	FH	Fire House Control	TA	Traffic-Actuated

*Unit 1 (Downtown System)*

Int. No.	Type	Location
26	FT	Adams square.
59	FT	Arch street, Chauncy street and Summer street.
4	FT	Avery street and Tremont street.
18	FT	Avery street, Hayward place, and Washington street.
20	FT	Avon street, Temple place, and Washington street.
16	FT	Beach street, La Grange street, and Washington street.
65	FT	Beacon street and Charles street.
9	FT	Beacon street and Park street.
11	FT	Beacon street, School street, and Tremont street.
19	FT	Bedford street, Washington street, and West street.
13	FT	Bowdoin square.
125	F	Bowdoin street and Cambridge street.
66	FT	Boylston street, Charles street, and Park square.
123	PF	Boylston street and Church street.
17	FT	Boylston street, Essex street, and Washington street.
3	FT	Boylston street and Tremont street.
12	FT	Brattle street and Scollay square.
103	FT	Broadway and Eliot street.
395	FT	Broadway and Harrison avenue.
69	FT	Broadway and Shawmut avenue.
67	FT	Broadway and Stuart street.
68	FT	Broadway and Tremont street.
111	FT	Broadway and Washington street.
10	FT	Bromfield and Tremont street.
412	FT	Cambridge street, Chambers street and Joy street.
121	FT	Cambridge street, Staniford street, and Temple street.
140	FT	Charles street and Chestnut street.
141	FT	Charles street and Mt. Vernon street.
142	FT	Charles street and Pinckney street.
12	FT	Court street, Scollay square and Tremont street.
25	FT	Court street, State street, and Washington street.
299	FT	Cross street and Hanover street.
124	FT	Elm street and Washington street.
22	FT	Franklin street and Washington street.
35	FT	Hanover street, Parmenter street, and Richmond street.



Int. No.	Type	Location
12	FT	Hanover street, Scollay square, and Sudbury street.
331	FT	Hanover street and Union street.
27	FT	Hanover street and Washington street.
367	FT	Harrison avenue and Kneeland street.
119	FT	Hawley street and Summer street.
113	F	Hollis street and Washington street.
15	FT	Kneeland street, Stuart street, and Washington street.
401	FT	Kneeland street and Tyler street.
2	FT	La Grange street and Tremont street.
23	FT	Milk street and Washington street.
8	FT	Park street and Tremont street.
24	FT	School street and Washington street.
115	F	Shawmut avenue, Tremont street, and Warrenton street.
1	FT	Stuart street and Tremont street.
21	FT	Summer street, Washington street and Winter street.
6	FT	Temple place and Tremont street.
5	FT	Tremont street and West street.
7	FT	Tremont street and Winter street.

*Unit 2 (Back Bay System)*

100	FT	Albany street, at City Hospital Ambulance Entrance.
100	FT	Albany street and Massachusetts avenue.
71	FT	Arlington street, Beacon street, and Storrow Drive.
75	FT	Arlington street and Boylston street.
73	FT	Arlington street and Commonwealth avenue.
283	FT	Beacon street and Berkeley street.
150	FT	Beacon street, Brookline avenue, Commonwealth avenue and Deerfield street.
336	FT	Beacon street and Clarendon street.
150	FT	Beacon street, Commonwealth avenue, and Raleigh street.
104	FT	Beacon street and Dartmouth street.
337	FT	Beacon street and Exeter street.
338	FT	Beacon street and Fairfield street.
339	FT	Beacon street and Gloucester street.
340	FT	Beacon street and Hereford street.
88	FT	Beacon street and Massachusetts avenue.
129	FT	Belvidere street, Haviland street, and Massachusetts avenue.
77	FT	Berkeley street and Boylston street.
278	FT	Berkeley street and Columbus avenue.

Int. No.	Type	Location
106	FT	Berkeley street and Commonwealth avenue (north roadway).
106	FT	Berkeley street and Commonwealth avenue (south roadway).
86	FT	Berkeley street, Dover street, and Tremont street.
279	FT	Berkeley street and Stuart street.
92	FT	Boylston street and Massachusetts avenue.
78	FT	Boylston street, Clarendon street, and Hunting- ton avenue.
79	FT	Boylston street and Dartmouth street.
80	FT	Boylston street and Exeter street.
609	FT	Boylston street, Hemenway street, and Ipswich street.
319	FT	Chandler street, Columbus avenue, and Dart- mouth street.
154	FT	Charlesgate East and Commonwealth avenue (north roadway).
154	FT	Charlesgate East and Commonwealth avenue (south roadway).
153	FT	Charlesgate West and Commonwealth avenue (north roadway).
153	FT	Charlesgate West (east roadway) and Common- wealth avenue (south roadway).
153	FT	Charlesgate West (west roadway) and Common- wealth avenue (south roadway).
105	FT	Clarendon street and Commonwealth avenue (north roadway).
105	FT	Clarendon street and Commonwealth avenue (south roadway).
466	FT	Clarendon street and Stuart street.
131	F	Clearway street and Massachusetts avenue.
320	FT	Columbus avenue, Columbus square, and West Newton street.
95	FT	Columbus avenue and Massachusetts avenue.
83	FT	Commonwealth avenue (north roadway) and Dartmouth street.
83	FT	Commonwealth avenue (south roadway) and Dartmouth street.
84	FT	Commonwealth avenue (north roadway) and Exeter street.
84	FT	Commonwealth avenue (south roadway) and Exeter street.
126	FT	Commonwealth avenue (north roadway) and Fairfield street.
126	FT	Commonwealth avenue (south roadway) and Fairfield street.
127	FT	Commonwealth avenue (north roadway) and Gloucester street.

Int. No.	Type	Location
127	FT	Commonwealth avenue (south roadway) and Gloucester street.
128	FT	Commonwealth avenue (north roadway) and Hereford street.
128	FT	Commonwealth avenue (south roadway) and Hereford street.
150	FT	Commonwealth avenue (south roadway) and Kenmore street.
90	FT	Commonwealth avenue and Massachusetts avenue.
145	FT	Dartmouth street, Tremont street, and West Dedham street.
467	FT	East Concord street and Harrison avenue.
82	FT	Exeter street, Huntington avenue, and Stuart street.
93	FT	Falmouth street, Massachusetts avenue, and Westland avenue.
363	FT	Gainsborough street and Huntington avenue.
99	FT	Harrison avenue and Massachusetts avenue.
368	FT	Harrison avenue and Northampton street.
481	FT	Hemenway street, Westland avenue, and Westland Entrance.
94	FT	Huntington avenue and Massachusetts avenue.
102	FT	Huntington avenue and West Newton street.
89	FT	Marlborough street and Massachusetts avenue.
91	FT	Massachusetts avenue and Newbury street.
132	FT	Massachusetts avenue and Norway street.
97	FT	Massachusetts avenue and Shawmut avenue.
135	FT	Massachusetts avenue and Southampton street.
134	FT	Massachusetts avenue and St. Botolph street.
130	F	Massachusetts avenue and St. Germain street.
96	FT	Massachusetts avenue and Tremont street.
98	FT	Massachusetts avenue and Washington street.
146	FT	Tremont street and West Newton street.

*Isolated**Boston Proper*

## INDEPENDENT FIXED-TIME

156	FT	Beacon street and Park Drive.
604	FT	Buick street, Commonwealth avenue, and St. Paul street.
424	FT	Commercial street and Hanover street.
457	FT	Commonwealth avenue and Granby street.
365	FT	Dover street and Washington street.
383	FT	East Newton street, Washington street, and West Newton street.



## INDEPENDENT PEDESTRIAN FLASHERS

Int. No.	Type	Location
33	PF	Atlantic avenue, Commercial street, Eastern avenue, and Fleet street.
624	PF	Charles street, at center gate to Common.
328	PF	Commercial street and Foster street.
390	PF-FH	Harrison avenue, Malden street, and Wareham street.
460	PF	Nashua street (No. 100) at Public Works Building.
332	PF	Thacher street, Traverse street, and Washington Street North.

## BRIDGE SIGNALS

482	F	Arlington street, over Boston & Albany Railroad.
483	F	Berkeley street, over New York, New Haven & Hartford Railroad.
484	F	Broadway, over Boston & Albany Railroad.
485	F	Columbus avenue, over Boston & Albany-New York, New Haven & Hartford Railroad.
486	F	Massachusetts avenue, over New York, New Haven & Hartford Railroad.
487	F	Northern avenue, over Fort Point Channel.
488	F	Summer street, over Fort Point Channel.
489	F	Tremont street, over Boston & Albany Railroad.
490	F	Warren Bridge.

*Brighton*

## INDEPENDENT FIXED-TIME

619	FT	Cambridge street, Sparhawk street, and Warren street.
180	FT	Commonwealth avenue and Washington street.
187	FT	Market street and North Beacon street.
188	FT	North Harvard street and Western avenue.
392	FT	Strathmore road and Sutherland road.

## INDEPENDENT PEDESTRIAN FLASHERS

453	PF	Chiswick road and Commonwealth avenue.
682	PF	Commonwealth avenue, opposite No. 1970.
459	PF	Commonwealth avenue and Griggs street.
470	PF	Commonwealth avenue and Summit avenue.
471	PF	Commonwealth avenue, near Sutherland road.
463	PF	Franklin street and Lincoln street.
512	PF	Monastery road and Washington street.
313	PF	North Beacon street and Parsons street.
672	PF	Washington street, at Presentation Church.

## COORDINATED NON-INTERCONNECTED SYSTEMS

Int. No.	Type	Location
334	FT	Arlington street, Market street, and Sparhawk street.
391	FT	Arlington street and Parsons street.
184	FT	Chestnut Hill avenue, Market street, and Washington street.
185	FT	Brighton avenue and Harvard avenue.
181	FT	Commonwealth avenue and Harvard avenue.

## COORDINATED INTERCONNECTED SYSTEMS

335	FT	Allston street and Commonwealth avenue (master)
522	PF	Allston street and Kelton street.
323	FT	Commonwealth avenue, Kelton street, and Warren street. (Coordinated, non-interconnected)

## FLASHERS

186	F	Union square.
626	F	Washington street, near Champney street.

## BRIDGE SIGNALS

494	F	Allston Bridge (Cambridge street), over Boston & Albany Railroad.
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*Charlestown*

## INDEPENDENT PEDESTRIAN FLASHERS

592	PF	Cambridge street, Parker street and Stark street.
326	PF	Chelsea street and Wapping street.

## COORDINATED INTERCONNECTED SYSTEMS

164	FT	Austin street and Rutherford avenue.
165	FT	Chapman street and Rutherford avenue (master).

## FLASHERS

137	F	Bunker Hill street and Chelsea street.
167	F	Chelsea street and Medford street.

## BRIDGE SIGNALS

491	F	Cambridge street, over Boston & Albany-Boston & Maine Railroad.
452	F	Chelsea Bridge South.
443	M	Malden Bridge (Alford street).
492	F	Mystic avenue, over Boston & Albany-Boston & Maine Railroad.

*East Boston*

## PEDESTRIAN FLASHERS

Int. No.	Type	Location
445	PF	Chelsea street and Marion street.

## FLASHERS

450	F	Bennington street and Neptune road.
451	F	Bennington street and Westbrook street.
430	F	Boardman street, Ford street and Saratoga street.
170	F	Central square, Meridian street, and Saratoga street.
273	F	Curtis street and Saratoga street.

## BRIDGE SIGNALS

493	F	Bennington street, over MTA.
442	M	Chelsea Street Bridge.

*Dorchester*

## INDEPENDENT FIXED-TIME

351	FT	Adams street and Ashmont street.
228	FT	Adams street and Dorchester avenue.
265	FT	Adams street, Gallivan Boulevard, and Granite avenue.
617	FT	Adams street and Gibson street.
585	FT	Ashmont street, Freeport street, and Neponset avenue.
233	FT	Blue Hill avenue and Morton street.
285	FT	Bowdoin street and Hamilton street.
225	FT	Codman square.
221	FT	Columbia road and Dorchester avenue.
223	FT	Columbia road, Dudley street, and Stoughton street (Uphams Corner).
371	FT	Columbia road and Quincy street.
673	FT	Dorchester avenue, Melville avenue, and Parkman street.
220	FT	Edward Everett square.
224	FT	Morton street and Norfolk street.
469	FT	Neponset avenue and Victory road.

## INDEPENDENT TRAFFIC-ACTUATED

354	TA	Harvard street and Morton street (at Boston State Hospital).
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## INDEPENDENT PEDESTRIAN FLASHERS

475	PF	Adams Street, at Walter Baker Company.
542	PF-FH	Annabel street, Columbia road, and Holden street.
456	PF	Clifton street and East Cottage street.



Int. No.	Type	Location
468	PF	Dorchester avenue, at St. Mark's Church.
330	PF-M	Gallivan Boulevard and Woodfield street.
618	PF	Minot street and Neponset avenue.

## COORDINATED INTERCONNECTED SYSTEMS

216	FT	American Legion Highway and Blue Hill avenue.
218	FT	Blue Hill avenue and Columbia road.
215	FT	Blue Hill avenue, Glen Lane, and Glenway street (master).
219	FT	Blue Hill avenue and Seaver street.
541	FT	Brinsley street, Columbia road, and Geneva avenue.
229	FT	Columbia road and Seaver street.
144	FT	Columbia road and Washington street.
536	PF	Bird street and Columbia road (master).
226	PF	Columbia road and Davern avenue.
266	FT	Dorchester avenue and Gallivan Boulevard.
349	FT	Gallivan Boulevard and Washington street (master).
344	FT	Dorchester avenue and Savin Hill avenue (master).
622	FT	Pleasant street, Savin Hill avenue, and Sawyer avenue.
230	FT	Pleasant street, Stoughton street, and Whitby terrace (coordinated non-interconnected).

## FLASHERS

360	F	Pierce Square
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## BRIDGE SIGNALS

495	F	Cummins Highway, over New York, New Haven & Hartford Railroad.
677	F	Dudley street, under New York, New Haven & Hartford Railroad.
496	F	Harvard street, over New York, New Haven & Hartford Railroad.
497	F	Norfolk Street, over New York, New Haven & Hartford Railroad.

*Hyde Park*

## INDEPENDENT FIXED-TIME

236	FT	Hyde Park avenue and River street.
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## INDEPENDENT PEDESTRIAN FLASHERS

674	PF	Central avenue and West street.
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*Roxbury*

## INDEPENDENT FIXED-TIME

Int. No.	Type	Location
394	FT	Blue Hill avenue and Quincy street.
614	FT	Centre street, Chestnut avenue, and Parker street.
387	FT	Columbus avenue, and New Heath street.
287	FT	Columbus avenue and Ritchie street.
616	FT	Columbus avenue, Seaver street, and Walnut avenue.
207	FT	Dudley street, Dunmore street, and Hampden street.
208	FT	Dudley street and Harrison avenue.
191	FT	Egleston square.
197	FT	Hanlon square.
610	FT	Parker street and Tremont street.
526	FT-FH	Quincy street, Townsend street, and Warren street.
202	FT	Ruggles street and Shawmut avenue.
138	FT	St. Alphonsus street and Tremont street.
393	FT	Townsend street and Walnut avenue.

## INDEPENDENT PEDESTRIAN FLASHERS

615	PF	Amory street and Atherton street.
612	PF	Bickford avenue and Heath street.
472	PF	Brookline avenue and Deaconess road.
458	PF	Brookline avenue and Short street.
507	PF	Columbus avenue and Dimock street.
325	PF	Elm Hill avenue and Seaver street.
432	PF	Humboldt avenue and Seaver street.

## TRAFFIC-ACTUATED

476	TA	Massachusetts avenue, at Boston Edison Company (side street button-actuated).
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## COORDINATED NON-INTERCONNECTED SYSTEMS

270	FT	Brookline avenue and Longwood avenue.
160	FT	Brookline avenue and Riverway.
198	FT	Huntington avenue, Louis Prang street, and Ruggles street.
389	FT	Parker street and Ruggles street.

## COORDINATED INTERCONNECTED SYSTEMS

200	FT	Columbus avenue, Ruggles street, and Whittier street (master).
201	FT	Ruggles street and Tremont street.
611	FT	Tremont street and Whittier street.

## FLASHERS

203	F	Roxbury street and Shawmut avenue.
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*South Boston*

Int. No.	Type	Location
INDEPENDENT FIXED-TIME		
136	FT	Broadway, Dorchester avenue, Macallen street, and West Broadway.
373	FT	D street and West Broadway.
304	FT	East Broadway and L street.
INDEPENDENT PEDESTRIAN FLASHERS		
540	PF	D street and West Seventh street.
455	PF	East Eighth street and L street.
COORDINATED NON-INTERCONNECTED SYSTEMS		
147	FT	D street and Old Colony avenue.
173	FT	Dorchester street and Old Colony avenue.
BRIDGE SIGNALS		
498	F	Boston street, over New York, New Haven & Hartford Railroad.
499	F	Dorchester avenue, over New York, New Haven & Hartford Railroad.
500	F	Foundry street, under Broadway.
501	F	Southampton street, over New York, New Haven & Hartford Railroad.
502	F	Summer street, over B street.
503	F	Summer street, over New York, New Haven & Hartford Railroad.
504	F	Summer street, over Reserved Channel.
505	F	West Fourth street, over New York, New Haven Hartford Railroad.

*West Roxbury*

INDEPENDENT FIXED-TIME		
369	FT	American Legion Highway and Walk Hill street.
293	FT	Centre street, Green street, and Myrtle street.
261	FT	Centre street and La Grange street.
275	FT	Centre street, Spring street, and Temple street.
324	FT	Centre street and Veterans of Foreign Wars Parkway.
251	FT	Corinth street, Poplar street, and Washington street.
250	FT	Cummins Highway and Hyde Park avenue.
241	FT	Glen road, Green street, and Washington street.
267	FT	Perkins street and South Huntington avenue.



## INDEPENDENT PEDESTRIAN FLASHERS

Int. No.	Type	Location
454	PF	Brown avenue and Cummins Highway.
439	PF-M	Centre street and Colbert street.
272	PF	Centre street and Corey street.
438	PF	Centre street, at Faulkner Hospital.
465	PF	Centre street and Hillcroft road.
620	PF	Centre street, Lorette street, and St. Theresa avenue.
509	PF	Wachusett street and Walk Hill street.

## COORDINATED NON-INTERCONNECTED SYSTEMS

240	FT	Jamaicaway and Perkins street.
291	FT	Jamaicaway and Pond street.

## FLASHERS

239	F	Boylston street, Centre street, Moraine street, and South Huntington avenue.
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## 1951 SAFETY FACTS

Boston Population.....	801,444
Fatality rate per 100,000 population.....	7.5
National average fatality rate for cities over a population of 750,000 per 100,000 population	10.0

## Accidents:

## Fatalities:

Adults killed in motor vehicle accidents...	47
Children killed in motor vehicle accidents..	12
Drivers killed in motor vehicle accidents...	8
Occupants killed in motor vehicle accidents	6
Pedestrians killed.....	45
Total Fatalities.....	59
Per cent of pedestrian fatalities.....	76.3
Number of motor vehicle accidents involving personal injury as reported by the Boston Police Department.....	3,679

## ACCIDENT PREVENTION

*Fatalities in Boston in 1951*

According to figures compiled by the City of Boston Traffic Commission, 59 persons were killed as a result of motor vehicle accidents during 1951.

Of these 59, 45 were pedestrians; 8 were drivers of cars; and 6 were occupants.

Of those killed 25 per cent were between the ages of two and six, and 50 per cent were between the ages of sixty and eighty-three. Accordingly, 75 per cent of the people killed in 1951 in accidents involving motor vehicles were very young or among the elderly.

In the City of Boston

The downtown area was the scene of 20 fatalities.

The Dorchester section had 12.

The Roxbury section had 9.

The Brighton section had 6.

The South Boston section had 4.

The West Roxbury section had 4.

The Hyde Park section had 2.

The East Boston section had 1.

The average for the country among cities with a population from 750,000 to 1,000,000 is 10 fatalities to each 100,000 persons.

The 1951 Boston average is 7.5 which is a figure substantially below the national average.

A comparison of the last five years reveals that in:

1947 there were 74 fatalities.

1948 there were 62 fatalities.

1949 there were 56 fatalities.

1950 there were 77 fatalities.

1951 there were 59 fatalities.

1951 MOTOR VEHICLE FATALITIES — CITY OF BOSTON  
COMPILED BY BOSTON TRAFFIC COMMISSION

Persons killed . . . . .	59
Pedestrians killed . . . . .	45
Operators killed . . . . .	8
Occupants killed . . . . .	6
Motorcyclist killed . . . . .	0
Ride stealers killed . . . . .	0
Coasters killed . . . . .	0
Males killed . . . . .	50
Females killed . . . . .	9
Male pedestrians killed . . . . .	39
Female pedestrians killed . . . . .	6
Male pedestrians killed during daylight hours . . . . .	14
Female pedestrians killed during daylight hours . . . . .	2
Male pedestrians killed during darkness hours . . . . .	25
Female pedestrians killed during darkness hours . . . . .	4
Total pedestrians killed during daylight hours . . . . .	16
Total pedestrians killed during darkness hours . . . . .	29
Pedestrians killed by hit and run drivers . . . . .	4
Ages of male pedestrians killed — 2 to 6 . . . . .	10
41 to 49 . . . . .	3
55 to 59 . . . . .	4
60 to 68 . . . . .	11
71 to 78 . . . . .	7
80 to 83 . . . . .	3
? . . . .	1
	<hr/>
	39
Ages of female pedestrians killed — 6 . . . . .	1
17 . . . . .	1
55 . . . . .	2
71 . . . . .	1
? . . . .	1
	<hr/>
	6



## 1951 FATALITY LOCATIONS — JANUARY 1, 1951 TO DECEMBER 31, 1951

LOCATION	District	Date	Time	Type	Age	Sex	Driver's Registration	Persons Killed	Age of Driver
428 Blue Hill avenue.....	Dorchester	1- 3-51	2.00 A.M.	Motor vehicle v. pedestrian	55	M	Milton	1 Pedestrian	36
Charles street, at center gate, Public Garden.....	Boston Proper	1- 4-51	6.05 P.M.	Motor vehicle v. pedestrian	60	M	Wollaston	1 Pedestrian	—
224 Beacon street.....	Boston Proper	1- 6-51	6.40 P.M.	Motor vehicle v. pedestrian	68	M	Brighton	1 Pedestrian	—
72 Neponset avenue.....	Dorchester	1-16-51	5.10 P.M.	Motor vehicle v. pedestrian	6	M	Dorchester	1 Pedestrian	None
135 Dorchester avenue.....	Dorchester	1-17-51	9.15 P.M.	Motor vehicle v. pedestrian	56	M	Dorchester	1 Pedestrian	64
American Legion Highway and Mt. Hope street..	W. Roxbury	1-23-51	2.05 A.M.	Motor vehicle v. fixed object	33	F	Jamaica Plain	1 Occupant	37
434 Dorchester avenue.....	Dorchester	1-27-51	1.15 A.M.	Motor vehicle v. pedestrian	81	M	Hit and run	1 Pedestrian	—
1893 Washington street.....	W. Roxbury	1-28-51	10.55 P.M.	Motor vehicle v. motor vehicle	27	M	Dorchester, Milton	1 Operator	44
60 Washington street.....	Brighton	2- 1-51	1.05 A.M.	Street car v. motor vehicle	24	M	Waltham	1 Operator	34
12 Southampton street.....	Roxbury	2- 8-51	11.05 P.M.	Motor vehicle v. fixed object	24	M	So. Boston	1 Operator	—
147 Morton street.....	Dorchester	3-11-51	11.00 P.M.	Motor vehicle v. pedestrian	68	M	Cohasset	1 Pedestrian	53
88 Brookline avenue.....	Roxbury	3-20-51	6.20 P.M.	Motor vehicle v. pedestrian	67	M	W. Roxbury	1 Pedestrian	30
Clark street and Hanover street.....	Boston Proper	3-22-51	9.30 A.M.	Truck v. pedestrian	4	M	Newton	1 Pedestrian	—
Larison avenue, near East Newton street.....	Boston Proper	3-28-51	3.25 P.M.	Truck v. pedestrian	4½	M	N. Hampshire	1 Pedestrian	24
Broadway, at MTA Station.....	So. Boston	3-30-51	3.45 A.M.	Motor vehicle v. fixed object	34	M	Dorchester	1 Operator	—
Albany street, near East Newton street.....	Boston Proper	3-31-51	1.55 A.M.	M-105 v. motor vehicle	29	M	Boston, S. Boston	1 Occupant	26 and 45
48 Western avenue.....	Brighton	4- 7-51	8.15 P.M.	Motor vehicle v. truck	51	M	Cochituate	1 Operator	None
Market street and Western avenue.....	Brighton	4-19-51	5.15 A.M.	Truck v. fixed object	40	M	Somerville	1 Operator	—
Wiltshire road.....	Brighton	4-23-51	3.15 P.M.	Motor vehicle v. pedestrian	2	M	Brookline	1 Pedestrian	—
0 Nashua street.....	Boston Proper	5-16-51	8.10 A.M.	Motor vehicle v. pedestrian	76	M	Somerville	1 Pedestrian	21
Tremont street and Lenox street.....	Roxbury	5-17-51	9.00 P.M.	Motor vehicle v. pedestrian	59	M	Dedham	1 Pedestrian	—
Atlantic avenue, opposite Commercial Wharf....	Boston Proper	5-19-51	1.50 A.M.	Motor vehicle v. freight car	48	M	Charlestown	1 Operator	None
9 Brannard street.....	Hyde Park	6- 5-51	6.00 P.M.	Motor vehicle v. pedestrian	2	M	Hyde Park, Hit and run	1 Pedestrian	58
Devon street and Normandy street.....	Dorchester	6- 6-51	6.40 P.M.	Motor vehicle v. motor vehicle	73	F	Brighton, Dorchester	1 Occupant	53 and 60
31 Ashmont street.....	Dorchester	6-17-51	7.55 P.M.	Motor vehicle v. pedestrian	76	M	Weymouth, Hit and run	1 Pedestrian	23
23 Tremont street.....	Boston Proper	7-14-51	6.50 P.M.	Motor vehicle v. pedestrian	74	M	New York	1 Pedestrian	21
Albany street and Plympton street.....	Boston Proper	7-20-51	7.43 A.M.	M-105 v. pedestrian	65	M	Boston	1 Pedestrian	26
Balbock street and Commonwealth avenue.....	Brighton	8- 3-51	8.30 P.M.	Motor vehicle v. street car	26	M	Boston Boston	1 Pedestrian	39

D street, opposite No. 199.....	S. Boston	8- 6-51	4.15 P.M.	Motor vehicle v. pedestrian	5	M	Dorchester	1 Pedestrian	52
Codman place, on Washington street.....	Roxbury	8- 7-51	8.17 A.M.	Truck v. pedestrian	6	F	Boston	1 Pedestrian	21
75 Circuit street.....	Roxbury	8-22-51	1.05 P.M.	Truck v. pedestrian	3½	M	Boston	1 Pedestrian	26
109 Lenox street.....	Roxbury	8-27-51	4.15 P.M.	Truck v. pedestrian	5	M	Milton	1 Pedestrian	—
West Eighth street and Loring street.....	S. Boston	9- 2-51	8.20 P.M.	Motor vehicle v. pedestrian	74	M	S. Boston	1 Pedestrian	17
Haymarket square, at Cross street.....	Boston Proper	9- 3-51	1.25 A.M.	Motor vehicle v. pedestrian	64	M	Somerville	1 Pedestrian	24
Arlington street, at Columbus avenue.....	Boston Proper	9- 7-51	2.00 A.M.	Motor vehicle v. motor vehicle	26	F	Lawrence, Jamaica Plain	1 Occupant	33
219 Massachusetts avenue.....	Boston Proper	9-18-51	1.20 A.M.	Motor vehicle v. pedestrian	55	M	Boston	1 Pedestrian	28
Massachusetts avenue, at Harrison avenue.....	Boston Proper	9-19-51	8.00 P.M.	Motor vehicle v. pedestrian	55	F	New Bedford	1 Pedestrian	—
354 Cambridge street.....	Allston	9-20-51	7.45 A.M.	Motor vehicle v. pedestrian	65	M	Brookline	1 Pedestrian	18
697 Park street.....	Dorchester	9-27-51	10.30 A.M.	Truck v. pedestrian	3	M	Roxbury	1 Pedestrian	—
Columbus avenue, at Clarendon street.....	Boston Proper	10- 4-51	8.40 P.M.	Motor vehicle v. pedestrian	65	M	Boston	1 Pedestrian	51
38 Havre street.....	E. Boston	10-12-51	10.40 A.M.	Motor vehicle v. pedestrian	4	M	Revere	1 Pedestrian	30
Centre street, at Knoll street.....	Roslindale	10-24-51	5.25 P.M.	Motor vehicle v. pedestrian	78	M	Roslindale	1 Pedestrian	23
546 Tremont street.....	Boston Proper	10-29-51	9.40 P.M.	Motor vehicle v. pedestrian	?	F	Revere	1 Pedestrian	46
5057 Washington street.....	W. Roxbury	11- 1-51	2.35 A.M.	Motor vehicle v. truck	21	M	Jamaica Plain, Chelsea	1 Occupant	21
20 Smith street.....	Roxbury.....	11- 1-51	12.20 A.M.	Motor vehicle v. pedestrian	17	F	Roxbury	1 Pedestrian	17
Dorchester avenue, at Mercier street.....	Dorchester	11- 1-51	5.05 P.M.	Motor vehicle v. pedestrian	83	M	Roslindale	1 Pedestrian	50
881 Hyde Park avenue.....	Hyde Park	11- 2-51	8.15 P.M.	Motor vehicle v. pedestrian	48	M	Dorchester	1 Pedestrian	19
Washington street, near Melville avenue.....	Dorchester	11- 5-51	8.10 P.M.	Motor vehicle v. pedestrian	71	M	Dorchester	1 Pedestrian	68
180 Hampden street.....	Roxbury	11- 6-51	8.10 P.M.	Motor vehicle v. pedestrian	49	M	Roxbury	1 Pedestrian	—
1258 Boylston street.....	Boston Proper	11-18-51	12.40 A.M.	Truck v. pedestrian	41	M	Jamaica Plain	1 Pedestrian	27
696 Blue Hill avenue.....	Dorchester	11-26-51	6.35 P.M.	Motor vehicle v. pedestrian	55	F	Dorchester	1 Pedestrian	—
Head place.....	Boston Proper	11-27-51	5.50 A.M.	Truck v. pedestrian	?	M	Unknown	1 Pedestrian	—
370 Washington street.....	Dorchester	12-10-51	6.40 P.M.	Motor vehicle v. pedestrian	62	M	S. Boston	1 Pedestrian	—
46 Providence street.....	Boston Proper	12-20-51	9.35 P.M.	Motor vehicle v. pedestrian	62	M	Waban	1 Pedestrian	—
9 Atlantic avenue, at Summer street.....	Boston Proper	12-21-51	4.35 A.M.	Truck v. pedestrian	62	M	Brighton	1 Pedestrian	—
Alford street, near the Boston-Everett Line.....	Charlestown	12-22-51	10.00 A.M.	Motor vehicle v. truck	25	M	Chelsea, Boston	1 Occupant	37
Humboldt avenue and Townsend street.....	Roxbury	12-24-51	8.00 P.M.	Motor vehicle v. pedestrian	71	F	Boston	1 Pedestrian	51
Old Colony Boulevard.....	S. Boston	12-29-51	5.20 P.M.	Motor vehicle v. pedestrian	73	M	Dorchester	1 Pedestrian	—
256 Commercial street.....	Boston Proper	12-29-51	7.35 P.M.	Motor vehicle v. pedestrian	80	M	Dorchester	1 Pedestrian	32

PEDESTRIANS KILLED — 1951  
Summary By Age Groups and By Daylight and Darkness

MALE				FEMALE			TOTAL		
Age Group	Day-light	Dark-ness	Total	Day-light	Dark-ness	Total	Day-light	Dark-ness	Total
0- 5.....	9	0	9	0	0	0	9	0	9
5-10.....	0	1	1	1	0	1	1	1	2
15-20.....	0	0	0	1	0	1	1	0	1
40-45.....	0	1	1	0	0	0	0	1	1
45-50.....	0	2	2	0	0	0	0	2	2
55-60.....	0	4	4	0	2	2	0	6	6
60-65.....	1	5	6	0	0	0	1	5	6
65-70.....	1	4	5	0	0	0	1	4	5
70-75.....	1	3	4	0	1	1	1	4	5
75-80.....	2	1	3	0	0	0	2	1	3
80-85.....	0	3	3	0	0	0	0	3	3
Unknown.....	0	1	1	0	1	1	0	2	2
Totals.....	14	25	39	2	4	6	16	29	45

1951 FATALITIES INVOLVING MOTOR VEHICLES  
TIME OF DAY PEDESTRIANS WERE KILLED

12.00 MID. to 1.00 A.M.	.	.	.	.	.	2
1.00 A.M. to 2.00 A.M.	.	.	.	.	.	3
2.00 A.M. to 3.00 A.M.	.	.	.	.	.	1
4.00 A.M. to 5.00 A.M.	.	.	.	.	.	1
5.00 A.M. to 6.00 A.M.	.	.	.	.	.	1
7.00 A.M. to 8.00 A.M.	.	.	.	.	.	2
8.00 A.M. to 9.00 A.M.	.	.	.	.	.	2
9.00 A.M. to 10.00 A.M.	.	.	.	.	.	1
10.00 A.M. to 11.00 A.M.	.	.	.	.	.	2
						—
						15
1.00 P.M. to 2.00 P.M.	.	.	.	.	.	1
3.00 P.M. to 4.00 P.M.	.	.	.	.	.	2
4.00 P.M. to 5.00 P.M.	.	.	.	.	.	2
5.00 P.M. to 6.00 P.M.	.	.	.	.	.	4
6.00 P.M. to 7.00 P.M.	.	.	.	.	.	7
7.00 P.M. to 8.00 P.M.	.	.	.	.	.	2
8.00 P.M. to 9.00 P.M.	.	.	.	.	.	7
11.00 P.M. to 12.00 MID.	.	.	.	.	.	1
9.00 P.M. to 10.00 P.M.	.	.	.	.	.	4
						—
						30
						—
Total	.	.	.	.	.	45



MID.	to	7.00 A.M.	.	.	.	.	8
7.00 A.M.	to	4.00 P.M.	.	.	.	.	10
4.00 P.M.	to	7.00 P.M.	.	.	.	.	12
7.00 P.M.	to	12.00 MID.	.	.	.	.	15
							—
Total	.	.	.	.	.	.	45

TIME OF DAY OTHER TYPE FATAL ACCIDENTS OCCURRED

1.00 A.M. to	2.00 A.M.	.	.	.	.	.	3	
2.00 A.M. to	3.00 A.M.	.	.	.	.	.	3	
3.00 A.M. to	4.00 A.M.	.	.	.	.	.	1	
5.00 A.M. to	6.00 A.M.	.	.	.	.	.	1	
10.00 A.M. to	11.00 A.M.	.	.	.	.	.	1	
							—	9
6.00 P.M. to	7.00 P.M.	.	.	.	.	.	1	
8.00 P.M. to	9.00 P.M.	.	.	.	.	.	2	
10.00 P.M. to	11.00 P.M.	.	.	.	.	.	1	
11.00 P.M. to	12.00 MID.	.	.	.	.	.	1	
							—	5
Total	.	.	.	.	.	.	.	14

Population death rate per 100,000 population was 7.5.  
Registration death rate per 10,000 vehicles was 4.1.

Pedestrian death rate per 100,000 population was 5.7.  
Registration pedestrian death rate per 10,000 vehicles was 3.2.

1951 FATALITIES INVOLVING MOTOR VEHICLES — SHOWN  
BY DAY AND MONTH

Sunday	.	.	.	5	Thursday	.	.	.	13
Monday	.	.	.	9	Friday	.	.	.	7
Tuesday	.	.	.	8	Saturday	.	.	.	9
Wednesday	.	.	.	8					—
				Total	.	.	.	.	59
January	.	.	.	8	July	.	.	.	2
February	.	.	.	2	August	.	.	.	5
March	.	.	.	6	September	.	.	.	7
April	.	.	.	3	October	.	.	.	4
May	.	.	.	3	November	.	.	.	9
June	.	.	.	3	December	.	.	.	7
									—
				Total	.	.	.	.	59

TYPES OF VEHICLES INVOLVED IN PEDESTRIAN FATALITIES

Passenger cars	.	.	.	35	
Trucks	.	.	.	8	76.3 per cent of all fatalities
Ambulance	.	.	.	1	occurred to pedestrians.
Unknown	.	.	.	1	
<hr/>					
Total	.	.	.	45	

PERSONS KILLED IN OTHER TYPES OF FATAL ACCIDENTS

Male operator of auto	.	.	.	.	.	8
Male operator of truck	.	.	.	.	.	1
Male occupant of auto	.	.	.	.	.	3
Female occupant of auto	.	.	.	.	.	2
<hr/>						
Total	.	.	.	.	.	14

OTHER TYPES OF FATAL ACCIDENTS

Ambulance v. motor vehicle	.	.	.	.	.	1
Motor vehicle v. fixed object	.	.	.	.	.	3
Motor vehicle v. motor vehicle	.	.	.	.	.	3
Motor vehicle v. streetcar	.	.	.	.	.	2
Motor vehicle v. truck	.	.	.	.	.	3
Truck v. fixed object	.	.	.	.	.	1
Motor vehicle v. freight car	.	.	.	.	.	1
<hr/>						
Total	.	.	.	.	.	14

LOCATION OF FATALITIES

At intersection — 20      Between intersections — 39

LOCATION OF PEDESTRIAN FATALITIES

At intersection — 12      Between intersections — 33

AGES OF PEDESTRIANS KILLED — 1951

Male									
Age				No.	Age				No.
2	.	.	.	2	64	.	.	.	1
3	.	.	.	1	65	.	.	.	3
3½	.	.	.	1	67	.	.	.	1
4	.	.	.	2	68	.	.	.	2
4½	.	.	.	1	71	.	.	.	1
5	.	.	.	2	73	.	.	.	1
6	.	.	.	1	74	.	.	.	2
41	.	.	.	1	76	.	.	.	2
48	.	.	.	1	78	.	.	.	1
49	.	.	.	1	80	.	.	.	1
55	.	.	.	2	81	.	.	.	1
56	.	.	.	1	83	.	.	.	1
59	.	.	.	1	?	.	.	.	1
60	.	.	.	1	<hr/>				
62	.	.	.	3					39

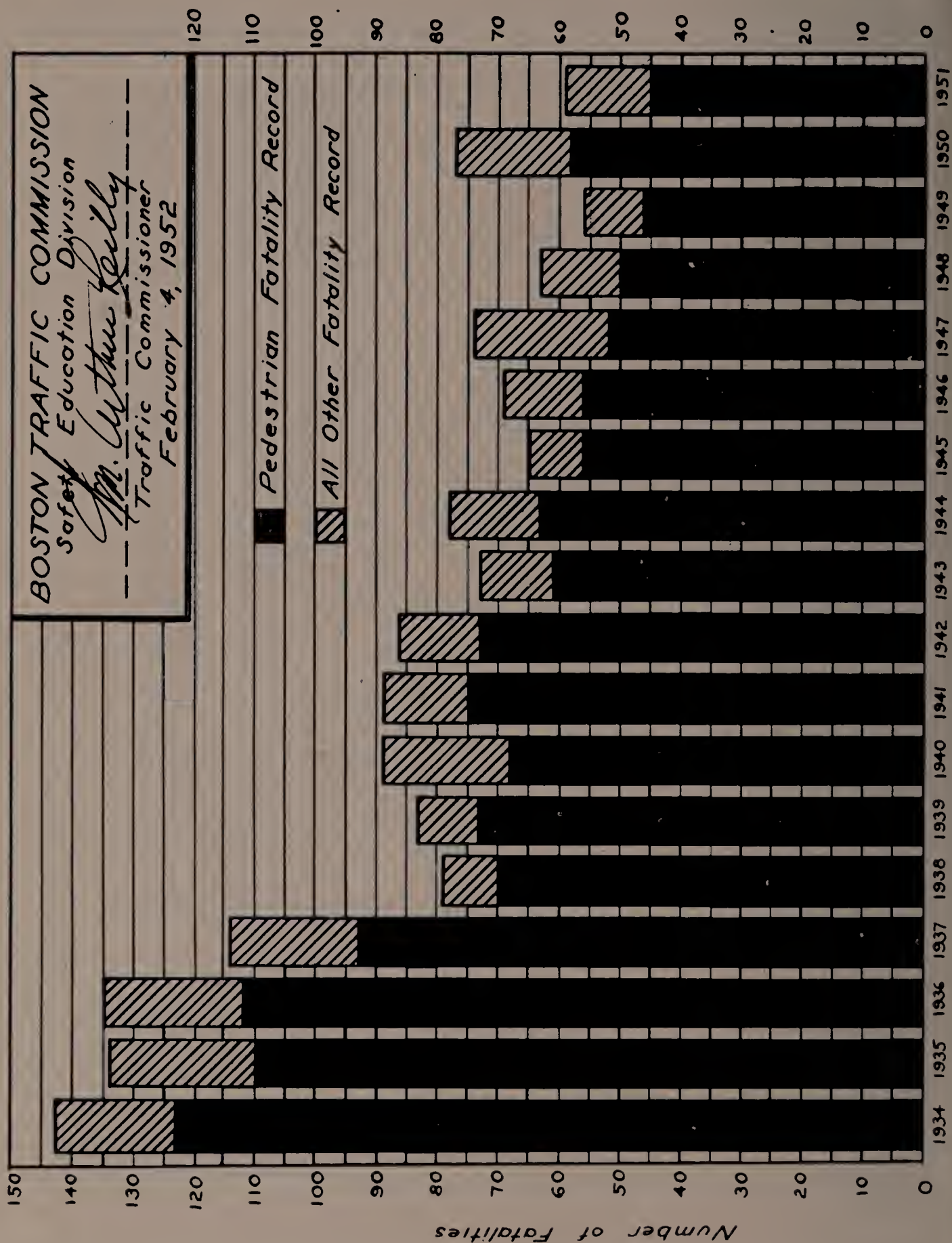
										Female									
Age					No.	Age					No.								
6	.	.	.	.	1	71	.	.	.	.	.	.	.	1					
17	.	.	.	.	1	?	.	.	.	.	.	.	.	1					
55	.	.	.	.	2						<hr/>								
														6					

1951 FATALITIES BY DISTRICTS

DISTRICT						Total Number	Pedestrians Killed
Boston Proper	.	.	.	.	.	20	17
Roxbury	.	.	.	.	.	9	8
Brighton	.	.	.	.	.	6	2
Dorchester	.	.	.	.	.	12	11
South Boston	.	.	.	.	.	4	3
Charlestown	.	.	.	.	.	1	0
West Roxbury	.	.	.	.	.	4	1
Hyde Park	.	.	.	.	.	2	2
East Boston	.	.	.	.	.	1	1
Total						59	45

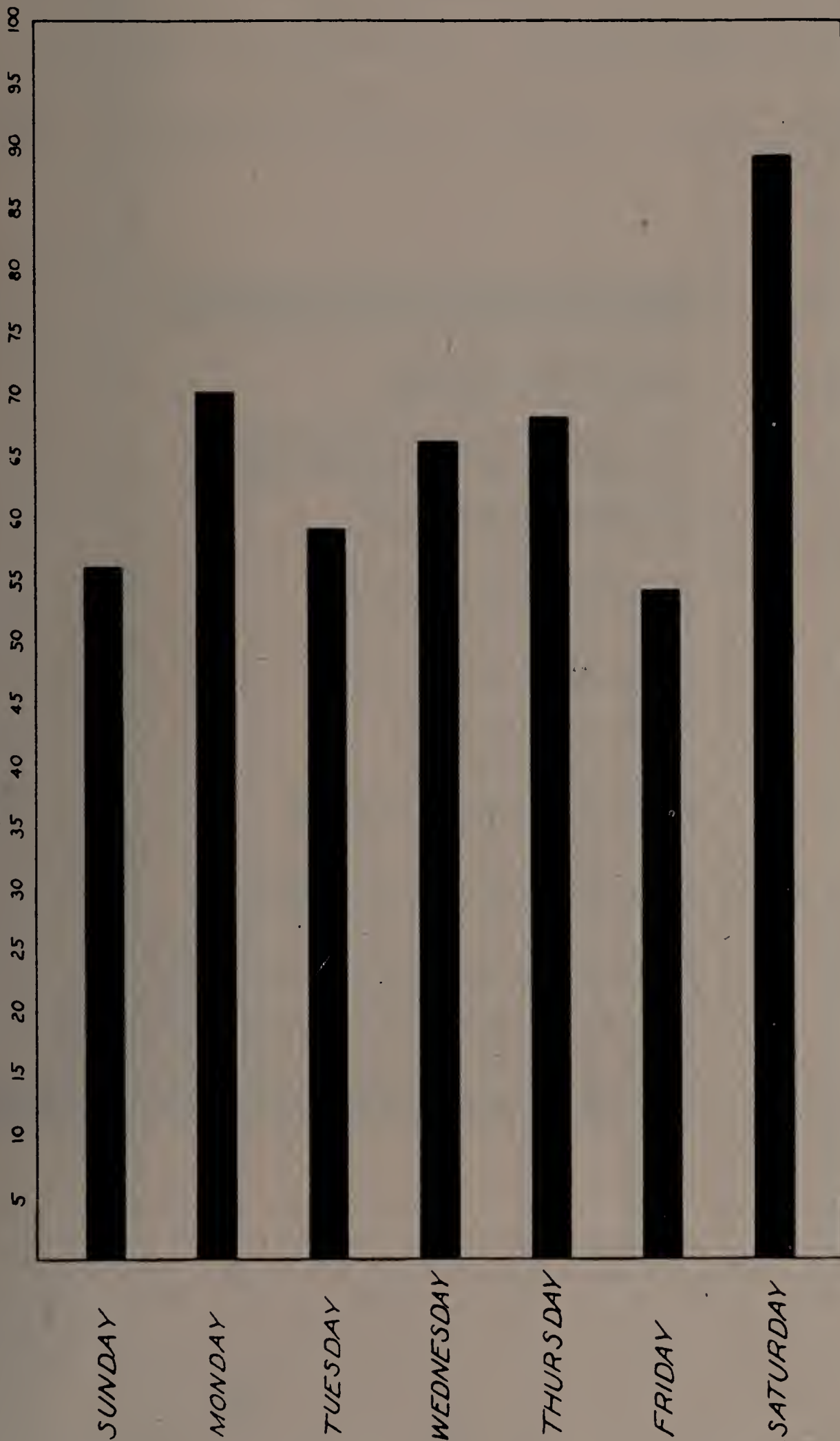


# BOSTON FATALITIES INVOLVING MOTOR VEHICLES 1934~1951



# DAILY FATALITY FREQUENCY

1945 ~ 1951



BOSTON TRAFFIC COMMISSION

Safety Education Division

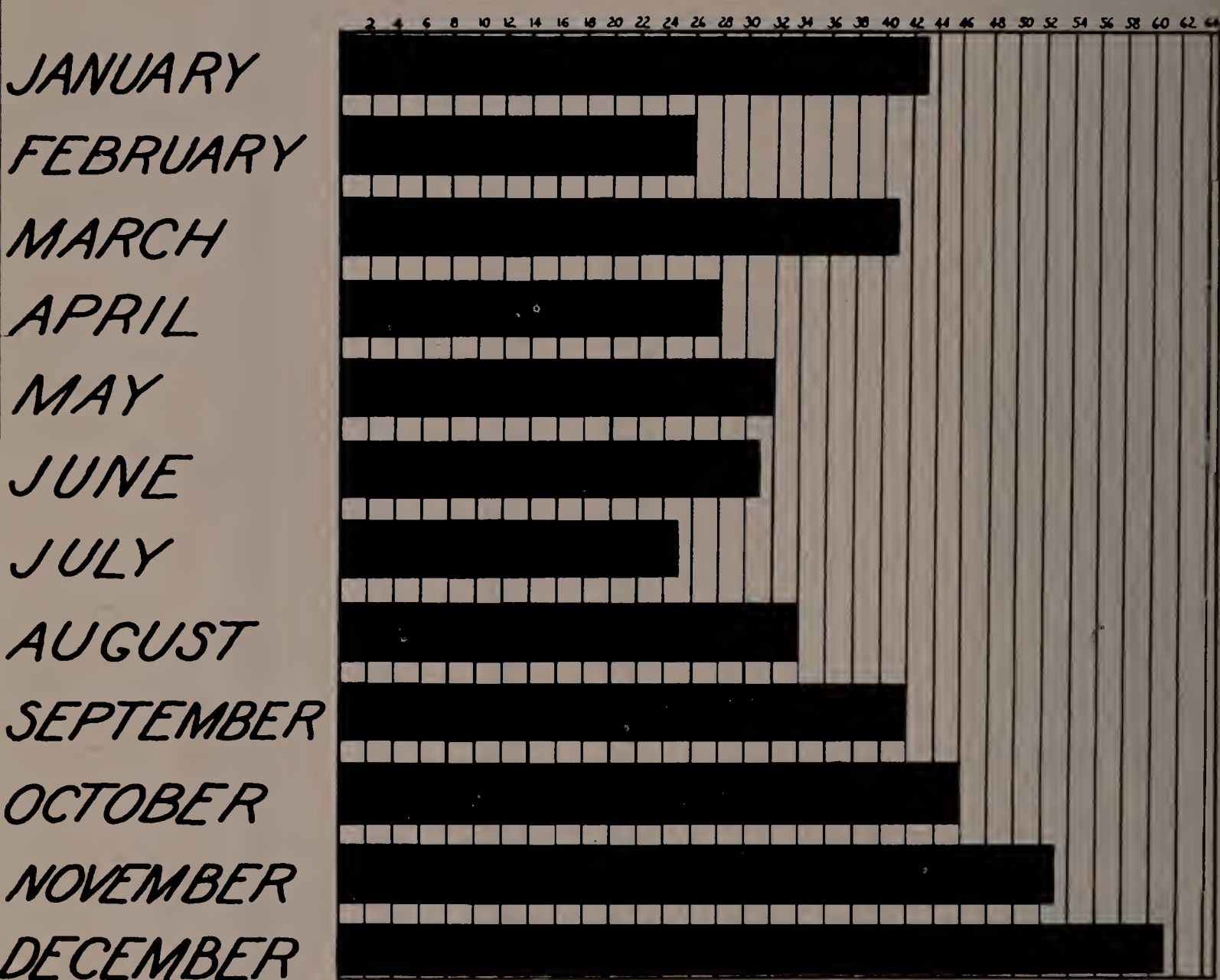
Mr. Arthur Kelly

Traffic Commissioner

February 4, 1952

# MONTHS OF OCCURRENCE OF AUTOMOBILE FATALITIES

JANUARY 1945 ~ DECEMBER 1951



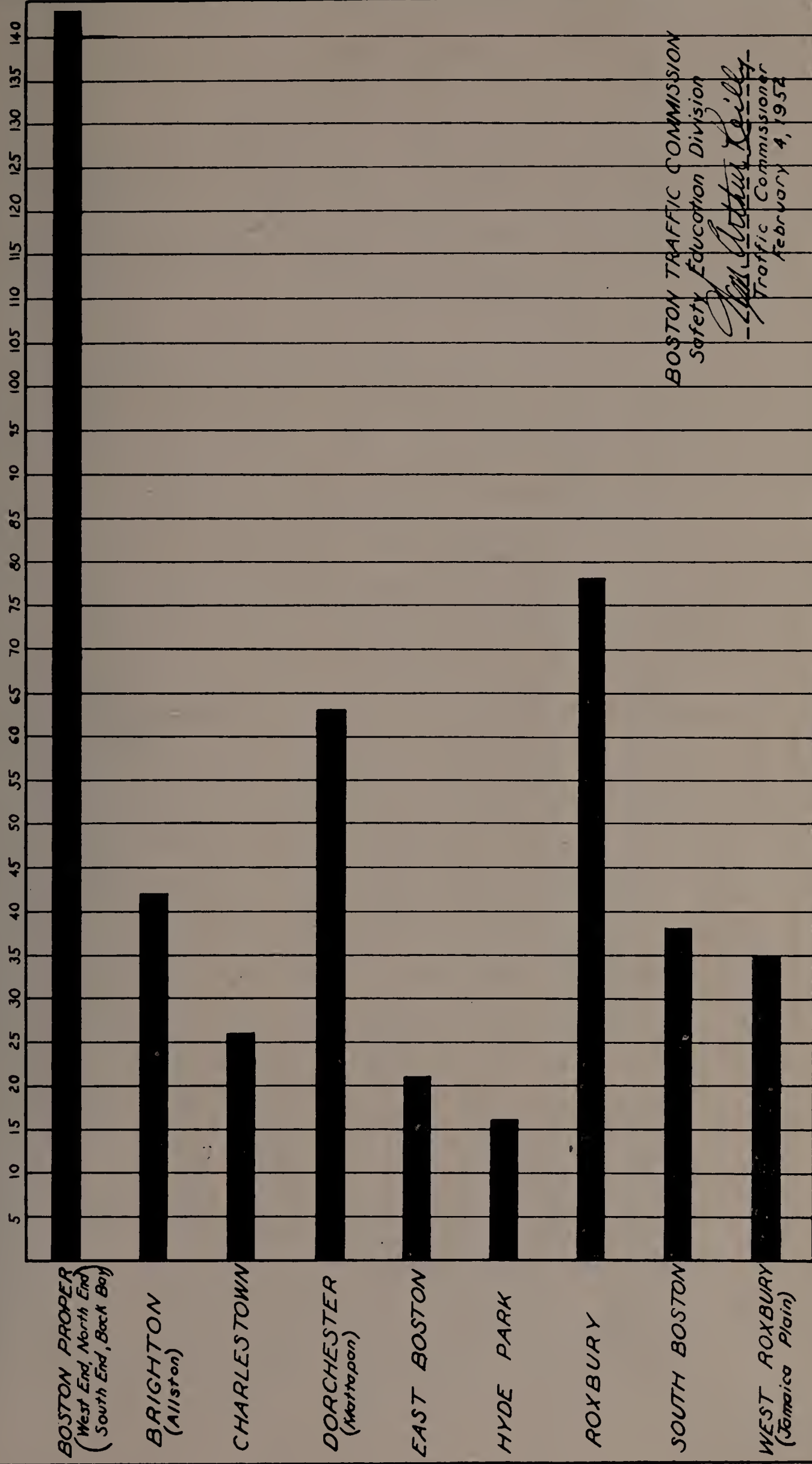
BOSTON TRAFFIC COMMISSION  
Safety Education Division

*Wm. Arthur Kelly*  
Traffic Commissioner  
February 4, 1952



# AUTOMOBILE FATALITIES

## JANUARY 1945 ~ DECEMBER 1957



## SPEED DISTRIBUTION STUDIES

*Radar Surveys*

In its constant and unrelenting effort to reduce death and injury caused by motor vehicle accidents the Safety Education Division of the Boston Traffic Commission, which had in the past initiated a speaker's bureau and a visual education program, amplified this field even further during the year 1951 with the use of the Radar Speed Meter.

The subject of vehicle speeds has been one of considerable discussion on the part of individuals responsible for traffic control for many years. Discussion of the subject has not been reserved for traffic research men alone, however, as we find the man in the street, the pedestrian, the motorist, the mother, the teacher, persons in every walk of life with seeming authority putting forth varying conceptions.

In general, students of the problem maintain that 85 per cent of all motorists travel at or below a speed that permits the greatest number to use the roadways with the greatest safety, convenience, comfort, confidence and economy. Our objective, then, is to educate the remaining 15 per cent of drivers who create hazards and delay traffic by their nonconforming behavior. This motive impelled the Boston Traffic Commission to adapt for its use the aforementioned Radar Speed Meter. Utilizing World War II developments and adapting them into the field of safety education, it is the most accurate instrument yet developed for the measurement of vehicular speeds. It has a speed range of 0-100 mph, an accuracy of plus or minus 2 mph throughout the range, and an operating range of approximately 150 feet from the transmitter-receiver unit with a zone width of approximately 30 feet. In operation and theory an analogy may be drawn to the ordinary echo, in which the sound waves are reflected from a surface back to the original source.

Since speed seems to be one of the least understood characteristics of traffic, the projected speed studies presented a new phase to the Boston Traffic Commission. The procedure was influenced by an acceptance of the considered opinions of a professor and two graduate students in traffic engineering. These men, C. C. Wiley, professor of highway engineering for the University of Illinois, and J. C. Henberger and C. A.

Matyas, graduate students at the university in civil engineering, after an extensive speed survey covering several phases of the problem in the cities of Champaign and Urbana, Illinois, presented the following conclusions:

1. Traffic consistently ignores posted speed limits and even the absence of speed limit signs, and runs at speeds which the drivers consider reasonable, convenient, and safe under existing conditions.

2. Drivers do not operate by the speedometer but by the conditions they meet.

3. The general public gives little attention to what speed limits are posted.

4. The general public has a false conception of speed.

5. Most present posted speed limits are ineffective because they are unreasonable and hence are useless. Their removal would have virtually no effect on traffic and would save large sums of money.

6. Speeds vary little with the time of day.

7. Speeds vary little with traffic volumes up to the point where congestion begins.

8. Adequate speed limits, high enough to cover normal traffic operations and enforced with only sufficient tolerance to meet unusual conditions or cover the usual inaccuracies of stock speedometers, would probably help expedite traffic and aid in the enforcement of *all* traffic regulations.

9. Extensive additional studies of this nature are needed from which to derive data for an intensive campaign of education for both the general public and public officials on the true concepts of speed and speed limits.

10. A sound definition of speed limit should be developed and universally adopted.

The necessary requirements and groundwork established, subsequently, Director of Safety Education Theodore J. Hoppe and his two assistants, Ralph Kouroyen and William Cantillo, were licensed and authorized by the Federal Communications Commission to operate the Radar Speed Meter, with a radio station permit identified as KCA 543. From a backlog of requests by elected representatives of the people or interested civic groups eight thoroughfares were selected for study, at the following locations:



LOCATION	COURSE	No. of Observations
1.	Commonwealth avenue from Brighton avenue to Lake street..	8,819
2.	Columbus avenue from Egleston square to Jackson square....	1,804
3.	American Legion Highway from Blue Hill avenue to Cummins Highway.....	6,280
4.	Jamaicaway from Huntington Avenue overpass to West Roxbury Parkway.....	5,198
5.	La Grange street from Centre street to Veterans of Foreign Wars Parkway.....	717
6.	Faneuil street from Parsons street to Oak square.....	2,781
7.	River street from Mattapan square to Washington street.....	1,843
8.	Western avenue from 190 North Harvard street to 530 Soldiers Field road.....	393
Total Observations.....		27,835

Any traffic research group such as the Boston Traffic Commission must meet a long list of state imposed requirements before a speed zone may be established. The procedure to be followed in carrying out provisions of section 2 of chapter 564 of the Acts of 1948 is here stated.

#### PROCEDURE TO BE FOLLOWED IN CARRYING OUT PROVISIONS OF SECTION 2 OF CHAPTER 564 OF THE ACTS OF 1948

##### *Operations Details*

1. The Traffic Engineer makes an engineering study of the area in question and submits his report to the Chief Engineer for approval. He also submits a copy of the report to the Registrar's representative.

2. The Chief Engineer and the Registrar's representative, after considering the report, submit their recommendations, respectively, to the Commission and the Registrar.

3. The Commission and the Registrar, hereinafter called the Joint Board, will then hold an executive meeting to act on the recommendations of the Chief Engineer and the Registrar's representative. If, after giving consideration to the latter-referenced recommendations, the Joint Board approves the Traffic Engineer's report, the procedure as outlined hereinafter will be followed:

a. The Joint Board publishes the regulation in one or more newspapers in the cities or towns affected, or, if there are no newspapers in the cities and towns, then in one or more newspapers in the counties in which the cities or towns are located, and, at the same time, notification that a public hearing will be held for the cities and towns in regard to the area under consideration, giving date and location of the hearing.

b. The Joint Board certifies in writing, after public hearing, that the regulation is consistent with the public interests.

c. The Joint Board designates the ways to be posted, the locations of the signs, and the speed limits which are to prevail upon such ways.

d. The Joint Board, after certification, notifies the cities and towns and other agencies affected of its decision.

e. The Commission votes to authorize the Traffic Engineer to erect official signs at the locations designated by the Joint Board.

f. The Chief Engineer notifies the Traffic Engineer of the vote of the Commission regarding the erection of the signs.

As a natural by-product of the speeds studies, notes were made of all related data, namely, obliterated crosswalks and center lines for repainting, parking violations, and relocation of permanent signs. A possible effect on the permanent signs may be illustrated in a specific case. The 85 percentile at an intersection is 30 mph, and, assuming road and braking conditions are normal, a vehicle will travel  $71\frac{1}{2}$  feet before it can be brought to a stop. Obviously a permanent sign located at less than this distance to the intersection would necessarily have to be relocated. Any such recommendations were submitted and measures taken to correct such inequities.

The Boston Traffic Commission is greatly gratified with the results of these surveys. It demonstrates to an increasingly concerned public the vigilance and willingness on the part of Traffic Commissioner William Arthur Reilly to keep abreast of the most modern of resources for their safety from death and injury by motor vehicles.

# CITY OF BOSTON

## SAFETY EDUCATION DIVISION—BOSTON TRAFFIC COMMISSION

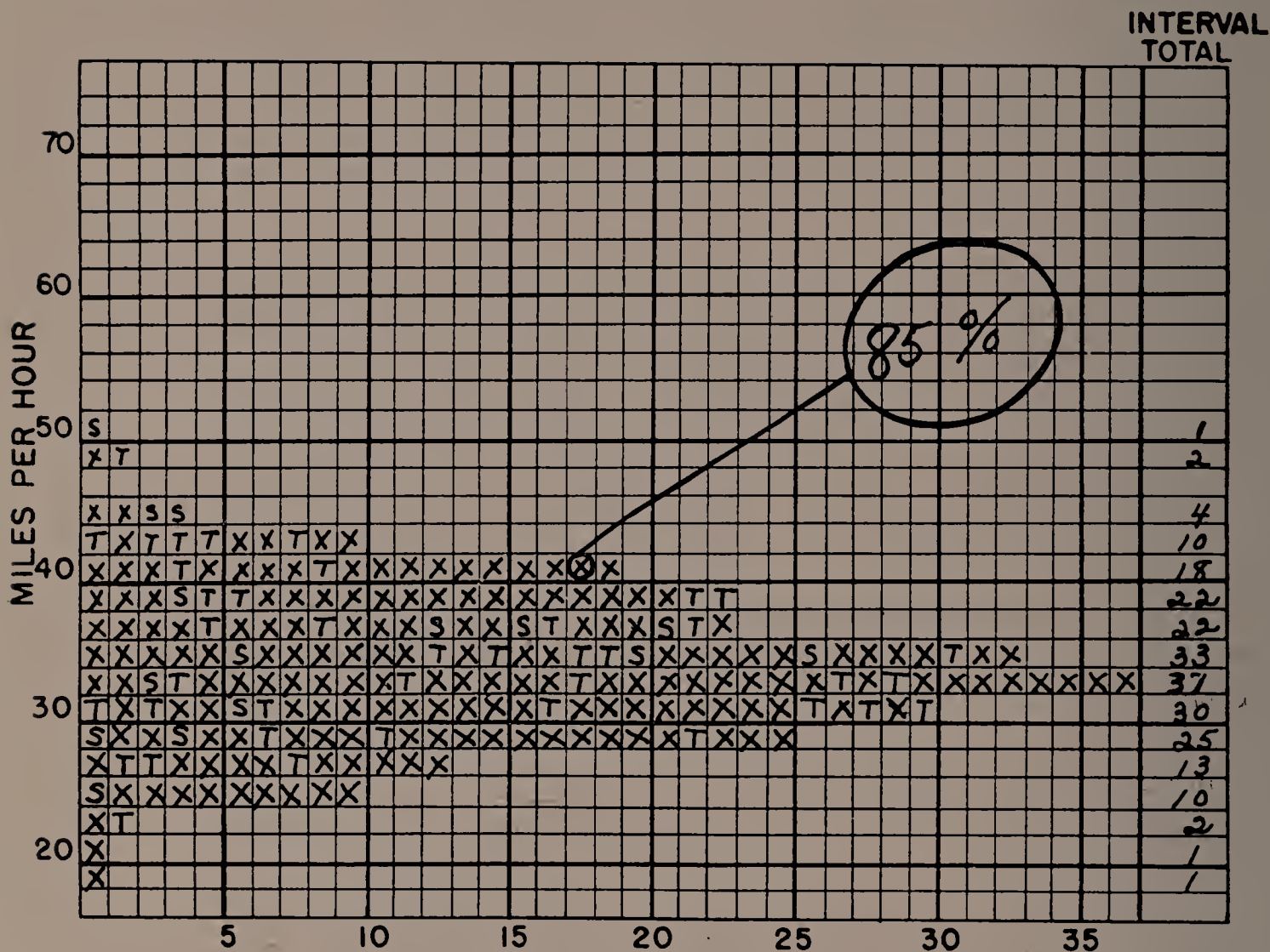
### SPEED DISTRIBUTION

LOCATION: ROUTE AMER. LEGION HWY TOWN WEST ROXBURY

DIRECTION OF TRAVEL WEST STATION BETWEEN WALK HILL & CANTERBURY ST.

DATE AUG. 2, 1951

TIME 1:35 P.M. TO 2:30 P.M.



NUMBER OF VEHICLES

TOTAL OBSERVATIONS 234

LEGEND: X = PASSENGER CAR  
T = TRUCK  
S = SEMI TRAILER  
B = BUS

85% SPEED 40 M.P.H.

SURFACE TYPE MACADAM

WEATHER CLEAR

NOTES: MAXIMUM SPEED OBSERVED 52 M.P.H., BY A TRAILER-TRUCK  
AVERAGE SPEED OF TRUCKS AT THIS LOCATION WAS 32.5 M.P.H.  
23% OF ALL OBSERVATIONS WERE TRUCKS  
85% SPEED OF TRUCKS WAS 42 M.P.H.

OBSERVER J. M. Cantillo  
CALCULATOR Ralph Kauronen



## APPARATUS AND EQUIPMENT — 1951

A new three-quarter ton Ford truck was purchased and assigned to the Parking Meter Division. A new Ford Tudor sedan was purchased and assigned to the office personnel for field investigations.

A new steel plate cutter was purchased and assigned to the sign shop.

The Electrical Maintenance Division installed a new recording machine on which is entered the time the complaint is made, nature of trouble to traffic lights, and the time the repairman leaves. Two cable jacks with a capacity of 14 tons were purchased.

GARAGE AND MAINTENANCE OF VEHICLES  
BOSTON TRAFFIC COMMISSION REGISTRATIONS 1951

MAKE	Type	Cyl.	Weight	Motor No.	Maker's No.	1952 Reg.	BTC
1947 Buick.....	Sedan	8	....	48773917	14677744	992325	1
1947 Ford.....	Sedan	8	....	899A-2026619	Same	992324	3
1951 Ford.....	Tudor Sedan	6	....	HISR131895	Same	896873	4
1949 Chevrolet...	Station Wagon	6	....	GAM205027	2GKF36641	992321	6
1949 Chevrolet...	Station Wagon	6	....	GAM-190600	2GKE33211	992323	7
1949 Chevrolet...	Station Wagon	6	....	GAM6102	2GKE32358	992322	8
1946 Ford.....	$\frac{3}{4}$ -ton (690)	8	2800	699C-1248178	Same	A22972	11
1948 Ford.....	$\frac{1}{2}$ -ton (FL)	6	3200	87HC-106528	Same	A22973	12
1950 Ford.....	$\frac{3}{4}$ -ton	8	5300	98RY500127	Same	A22979	13
1949 Chevrolet...	$\frac{3}{4}$ -ton (3604)	6	3590	GCM29893	2GRF2750	A22978	14
1949 GMC.....	$\frac{1}{2}$ -ton (FC-101)	6	2600	A228214572	37684	A22977	17
1948 Ford.....	$\frac{3}{4}$ -ton (HD)	6	5300	87RY-103180	Same	A22976	18
1948 Ford.....	$\frac{3}{4}$ -ton (HD)	8	5300	88RY-13065	Same	A22974	19
1948 Ford.....	1 $\frac{1}{2}$ -ton (FS)	6	5170	87HT-106419	Same	A22988	20
1947 Ford.....	1 $\frac{1}{2}$ -ton	8	5650	799T-1337920	Same	A22986	21
1947 Ford.....	1 $\frac{1}{2}$ -ton Ford	8	5650	799T-2030378	Same	A22987	22
1951 Ford.....	$\frac{3}{4}$ -ton	8	5300	HISR14445	Same	A28012	23
1948 Willys.....	$\frac{1}{2}$ -ton (4-63)	4	3875	U-59714	59619	A22985	25
1948 Willys.....	$\frac{1}{2}$ -ton (4-63)	4	3875	U-60181	59622	A22982	26
1948 Willys.....	$\frac{1}{2}$ -ton (4-63)	4	3875	U-60187	59615	A22983	27
1948 Willys.....	$\frac{1}{2}$ -ton (4-63)	4	3875	U-60194	59620	A22984	28
1948 Ford.....	$\frac{3}{4}$ -ton (HD)	8	5300	88RY-11348	Same	A22975	29
1950 Ford.....	$\frac{1}{2}$ -ton	8	3235	98RC425215	Same	A22980	30
1951 Ford.....	$\frac{1}{2}$ -ton	8	4230	RIEG19324	Same	A18098	31
1944 Kelly.....	{Painting } {Machine }	1	....	468335	MOD-B3P	A22981	32

AVAILABLE PARKING SPACE

BOSTON CENTRAL RETAIL DISTRICT (DEPARTMENT STORES AND SHOPPING AREA), JANUARY 15, 1953  
Area Bounded by Boylston Street, Tremont Street, School Street, Milk Street, Arch Street, Chauncy Street, Bedford Street,  
and Washington Street

STREET	FROM	TO	Total Curb Length	No Parking	Corner	Intersection	Hydrant	Loading Zone	Bus Stop	Taxi Stand	Driveway	Other	Total Restrict- tions	Available Space	Number of Cars
Arch.....	Milk.....	Summer.....	1,672	405	160	—	104	105	—	45	54	165	1,038	634*	29
Avery.....	Tremont.....	Washington.....	825	245	120	—	64	30	—	48	95	—	602	223*	9
Avon.....	Washington.....	Chauncy.....	876	378	80	—	—	166	—	—	—	40	664	212	10
Bedford.....	Washington.....	Chauncy.....	860	290	120	67	39	85	—	—	15	24	640	220	10
Bosworth.....	Tremont.....	Chapman.....	383	323	60	—	—	—	—	—	—	—	383	—	—
Boylston.....	Tremont.....	Washington.....	949	744	120	—	—	—	—	—	—	—	949	—	—
Bromfield.....	Tremont.....	Washington.....	1,035	787	120	59	46	50	—	—	35	—	1,035	—	—
Chapman.....	Bosworth.....	School.....	615	535	80	—	—	—	—	—	23	—	615	—	—
Chauncy.....	Summer.....	Bedford.....	789	265	126	—	20	50	—	—	—	—	461	328*	15
Franklin.....	Washington.....	Arch.....	949	240	160	—	58	55	—	—	—	—	513	436*	22
Hawley.....	Milk.....	Summer.....	1,466	724	160	—	77	183	—	—	69	—	1,213	253*	9
Mason.....	Avery.....	West.....	1,214	984	120	—	40	—	—	—	70	—	1,215	—	—
Mason Short Arm.....	Tremont.....	Mason.....	180	100	80	—	—	—	—	—	—	—	180	—	—
Milk.....	Washington.....	Arch.....	472	289	100	—	20	40	—	—	23	—	472	—	—
Province.....	Bromfield.....	School.....	786	310	120	—	15	—	—	—	—	—	445	341*	16
Province Court.....	Province.....	.....	257	207	40	—	10	—	—	—	—	—	257	—	—
School.....	Tremont.....	Washington.....	1,102	545	160	127	51	139	—	80	—	—	1,102	—	—
Summer.....	Washington.....	Arch.....	915	642	120	65	40	—	—	48	—	—	915	—	—
Temple Place.....	Tremont.....	Washington.....	1,013	365	80	—	90	108	—	—	—	—	643	370*	17
Tremont.....	Boylston.....	School.....	4,467	2,506	440	509	144	—	—	252	19	—	3,870	597*	33
Washington.....	Boylston.....	School.....	4,142	3,300	500	223	57	—	—	16	46	—	4,142	—	—
West.....	Tremont.....	Washington.....	971	355	120	61	36	50	—	—	—	—	622	349	16
Winter.....	Tremont.....	Washington.....	1,034	861	80	—	37	30	—	—	26	—	1,034	—	—
Totals.....	.....	.....	26,972	15,400	3,266	1,111	948	1,091	—	489	475	229	23,009	3,963	186

\* Parking Meters.

# METROPOLITAN TRANSIT AUTHORITY PARKING SPACES AT TERMINALS AND IN VICINITY THEREOF

	Free Parking	Leased Lots Fee Charged	Private Lots in Vicinity Fee Charged	Total Capacity
Everett..... (2 Lots)	102 125	— 190	— 35	— 452
Sullivan Square..... (2 Lots)	50 250	— —	— 50	— 350
Lechmere Square.....	358	—	—	358
Kendall Square.....	70	—	—	70
Broadway.....	—	130	—	130
Dover Street..... (2 Lots)	— —	40 47	— 50	— 137
Forest Hills..... (2 Lots).....	— 175	— —	50 150	— 375
Orient Heights.....	200	—	—	200
Day Square.....	340	—	—	340
Ashmont Station.....	—	146	—	146
Cedar Grove.....	31	—	—	31
Butler Street.....	300	—	—	300
Milton.....	64	—	—	64
Central Avenue.....	25	—	—	25
Mattapan.....	300	—	—	300
City Square.....	—	—	225	225
North Station.....	—	—	168	168
Columbia Station.....	—	—	600	600
Grand Total.....	2,390	553	1,328	4,271



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